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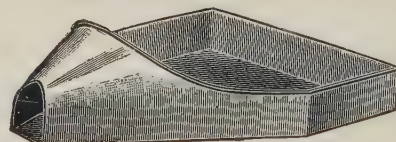
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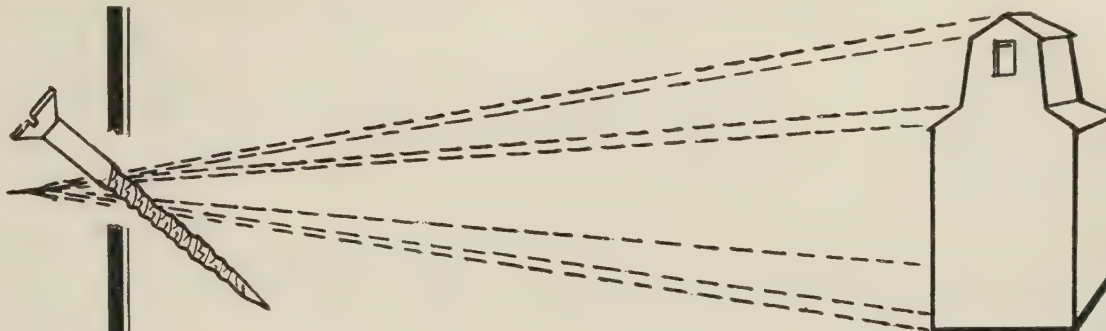
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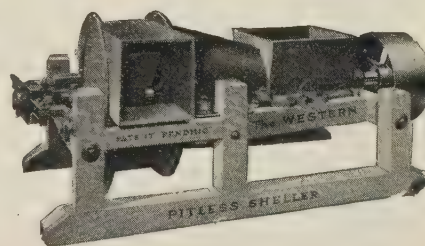
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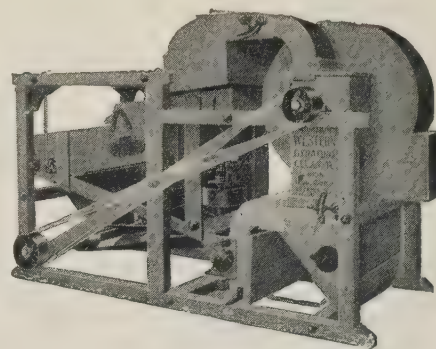
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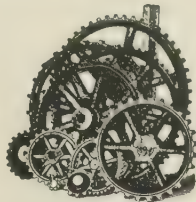


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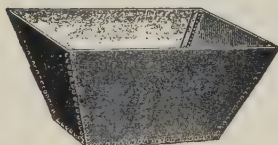
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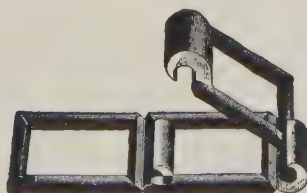
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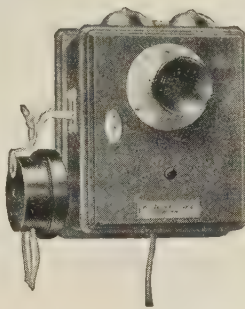
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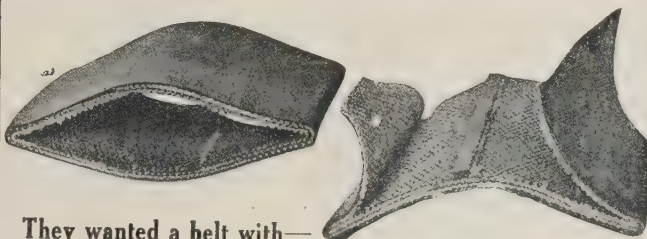
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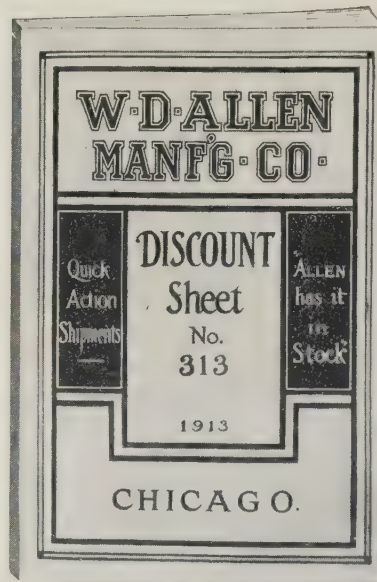
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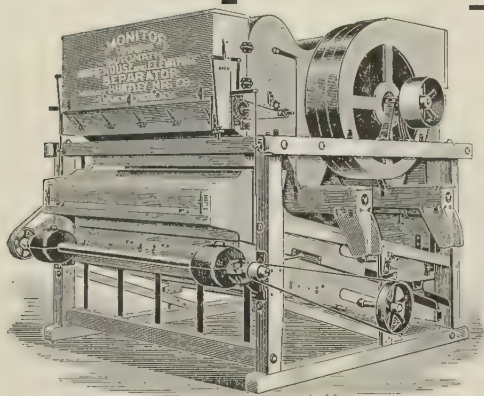
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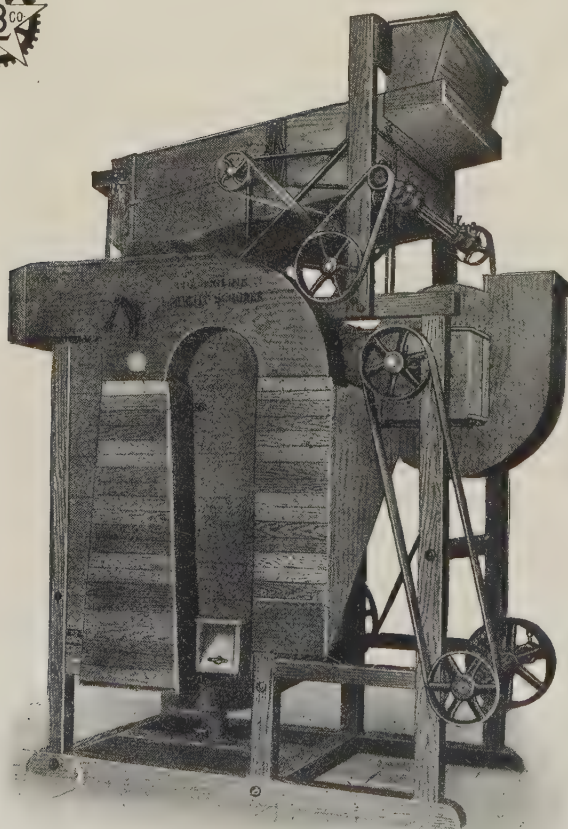
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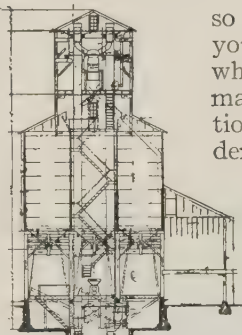
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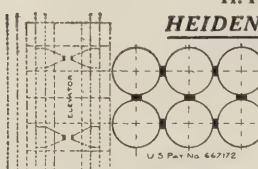
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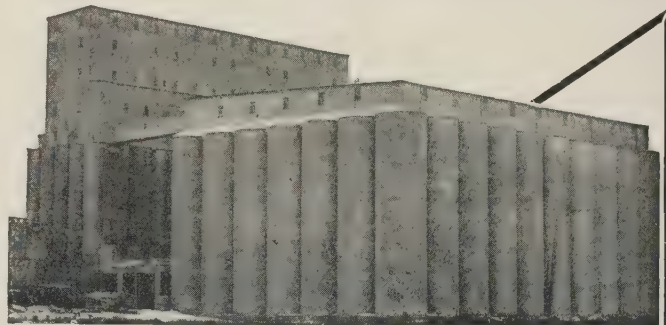
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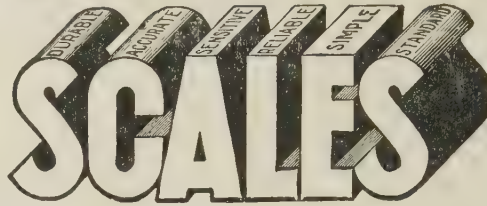
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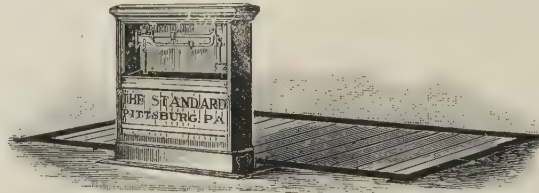
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We manufacture only high grade and absolutely guaranteed SCALES from small Counter up through the general run of Portables, Dormant, Hopper, Wagon, Dump, to Railroad Track of the largest capacity and longest platform. Capacities from 1-16 oz. to 200 tons.



Let us figure with you

Write for Catalog A-120

THE STANDARD SCALE & SUPPLY CO.

Headquarters and General Offices

243-245 Water St., Pittsburgh, Pa.

Branches at

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INDIANAPOLIS, 807 Hume-Mansur Bldg.

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Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and wears selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not Milwaukee Bag Co., Milwaukee, Wis.

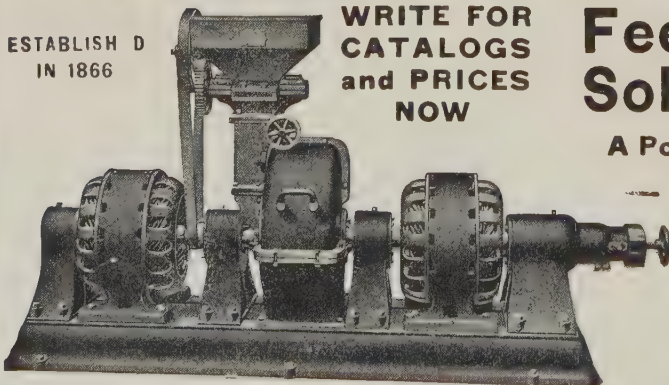
"Hindoo" Jute Twine for tying?

"Monarch" Ball Bearing

ESTABLISHED
 IN 1866

WRITE FOR
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 NOW



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

SPROUT, WALDRON & CO., MUNCY, PA.

WESTERN OFFICE: 9 South Clinton Street, CHICAGO

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1102 Farnum Street
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Feed Grinders will always Solve All Your Troubles.

A Positive Saving of 25% or More in Power.

Don't Forget!

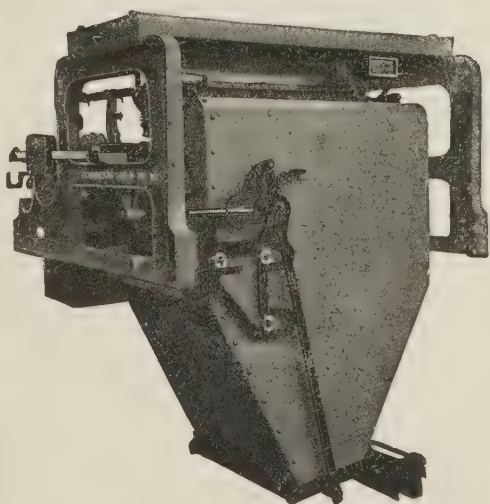
ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

\$28,000.00

Twenty-eight Thousand Dollars!!!



That's a big chunk of money. Yet that is the amount that one of our customers was able (with **5 Richardson Patent Automatic Scales**) to make last year, over and above the old method of weighing in previous years. They have just put in four more Richardson's. You can figure out the amount proportionally to be made **this year**. Better look into it and do the same yourself. Do you get paid for **EVERY** bushel of grain you ship?

That's a place where you can start in to make your portion of that money. Let us tell you how. You may be losing grain this minute. Your carload of grain may be leaking right now. **STOP IT** with a Richardson.

RICHARDSON SCALE COMPANY

1909 Republic Bldg., CHICAGO

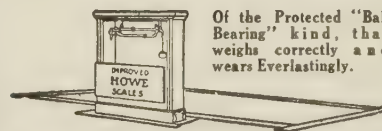
Passaic
N. J.

Wichita, Kas.

Minneapolis

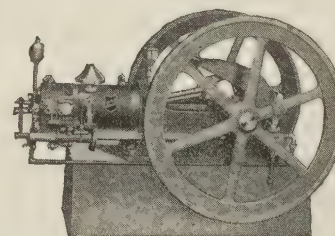
Box 305
Omaha

HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

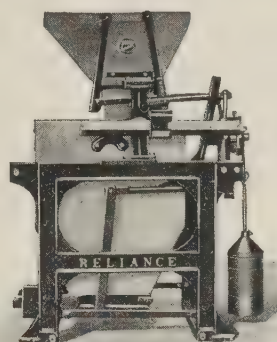


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**ELEVATOR MACHINERY
AND SUPPLIES**

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418-420 So. Third St., Minneapolis, Minn.



IF we used a hundred more parts on the **RELIANCE** Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it,

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the **RELIANCE** and no little detail has been overlooked.

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Power Equipment Co.,
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Fairbanks

Automatic
(Continuous Weighing)

Scales

Adapted for

Working Floor or Cupola.

Installation in Old as well as New Elevators
Has Fairbanks Service been explained to you

It Appeals to the Grain Shipper
Ask US about it

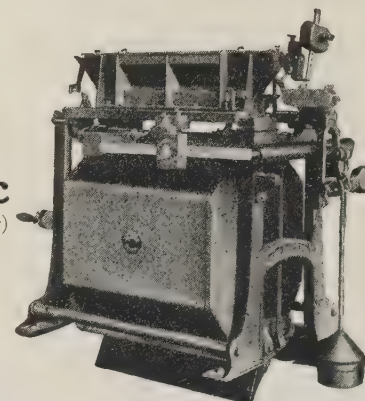
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Fairbanks, Morse & Co.

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Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems,
Electric Light Plants, Windmills, Feed Grinders



TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. **Price \$1.00.**

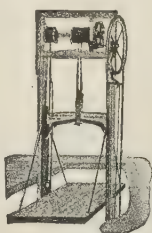
GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

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Man-Lift**

All steel
Same Price
Weights Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

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BRADLEY, ILL.

**NEW ERA MANLIFT**

Users consider our "New Era" Manlifts to be the best—always reliable. We make

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Mention this paper.

**SUCCESS
SAFETY MAN LIFT**

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Write us for our Special
Proposition for 1913

DO IT NOW

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Flexible Spouts
Dump Irons
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**Complete Elevator
Equipment**

Order Now, Prices will be
Higher Later

Murphy Manufacturing Co.
KANSAS CITY MISSOURI

**Did It Ever
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that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

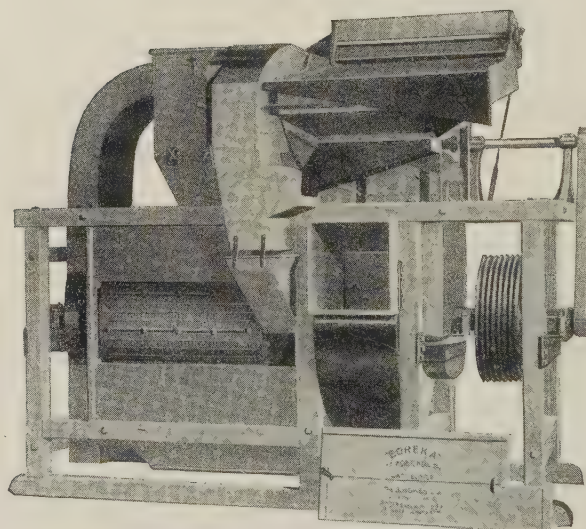
The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors



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**OAT
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A Modern Eureka Oat Clipper

HEAVY DUTY CONSTRUCTION

You can never go wrong in specifying "Eureka" Machines. Compared with others they will save users all sorts of trouble. Their chief advantage, however, is that they will do more perfect clipping with less shrinkage loss.

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These feeds are unequalled in nutritive value. Sold by dealers everywhere



A Grain Man's Argument:

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

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"Works just as well as it ever did" after ten years constant use.

A most forceful argument in favor of the

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The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

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Seals
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Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

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IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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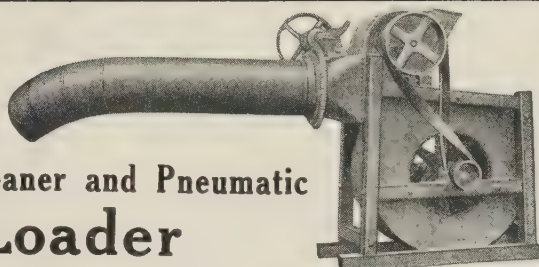
1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Patented

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

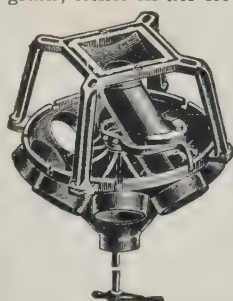
"Loads Grain, Malt or Sand"

SEVEN by SIX inch "OMAHA" BUCKETS

in the

HALL SPECIAL Elevator Leg

are guaranteed by us to elevate 1500 bushels of grain every consecutive hour, under test, in your elevator. They will do it with out choking, stopping, or spilling grain; either in the elevation or in distribution; and do it without attention.



The HALL SIGNALING DISTRIBUTOR

is very simple; two moving parts only (the latch lifts and swings the spout); nothing ever gets out of order. It's an investment, not expense, and lasts indefinitely. It is accurate, saves mixing or spilling, and permits utilizing all bin space constantly. It is purchased like stock or bonds for the earnings, not the price.

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Saves Half the Power

BECAUSE

There is No-Back-Pressure

The New "1905" Cyclone Dust Collector

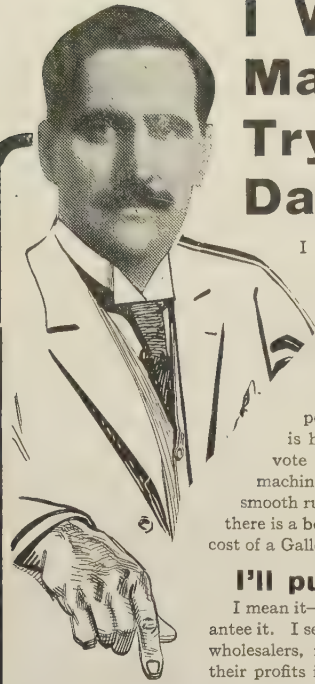
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on Dust Collectors

The Knickerbocker Co.

Jackson, Mich.



I Want Every Elevator Man in the Country to Try My Engine for 90 Days at My Expense

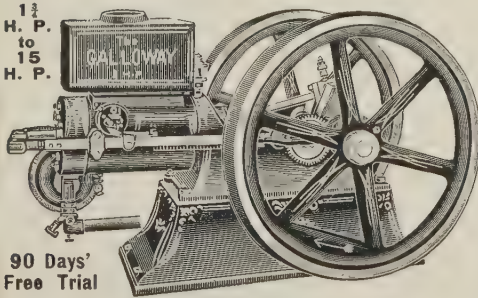


I want every elevator operator to take my New 1913 Model Gasoline Engine, and use it for one month, two months or three months—free. Install it in your elevator, give it any test you care to for 90 days. Put it through the tests, leave it and go about your business, compare it with others you know of and have tried. Then you know how a Galloway compares with other engines in power efficiency, durability and satisfactory and inexpensive operation. Experience will teach you when business is heavy, loads are coming in continuously, and you cannot devote too much attention to the running of your engine and machinery, then you will see the perfect pace the Galloway sets for smooth running of your other equipment. If after 90 days you think there is a better engine on the market at less than two or three times the cost of a Galloway, send it back—I'll pay the freight both ways.

I'll put \$50 to \$300 in your pocket

I mean it—I'll save you that amount on the first cost alone, and guarantee it. I send the Galloway direct from factory to you. No jobbers, wholesalers, retailers, salesmen or middlemen profits to pay. You put their profits in your own pocket.

1 1/2
H. P.
to
15
H. P.



90 Days'
Free Trial

Special Service Bureau—Free

A force of Engine Experts at your command without charge. They tell you just the engine to select for your power needs, how to test and judge an engine, and how to fit up your power plant. This service is free, whether you buy a Galloway or not.

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Our advice, experience, knowledge and offer doesn't cost you anything, but not using it will. Write right now.

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New Era

New and Rebuilt
**GAS
ENGINES**

of our own
make, thor-
oughly guar-
anteed—8 to
50 H.P. Sim-
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steam engine.



Let us know your requirements.
THE PORTSMOUTH ENGINE CO., Portsmouth, Ohio

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Established 20 years. A1 references.

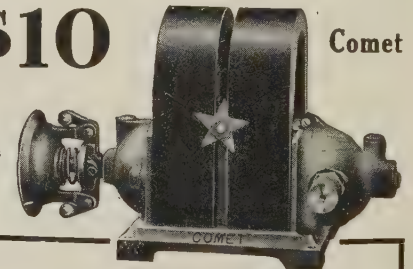
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\$10

Comet

30
Days
Trial



Ten or eleven dollars invested in a

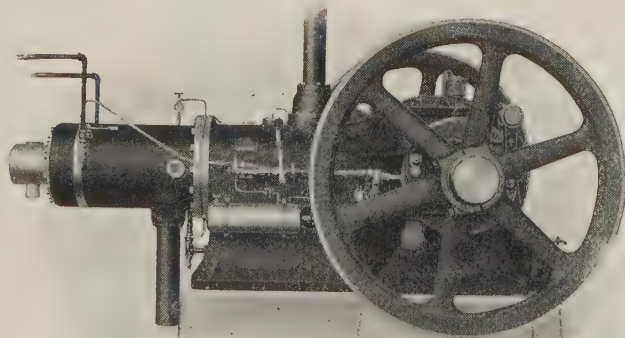
Comet Magneto

is the one payment of an insurance policy against battery expenses, dynamo repairs and engine trouble. The Comet is the biggest money-saver a gas engine user can buy.

Simple, compact, powerful.

Write for catalog today.

Henricks Novelty Co., 1243 St. Paul St.
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42,120,000

TIMES

A 30 H. P.

MUNCIE

OIL ENGINE

Special Heavy Duty "Type C" 60 and 75 H.-P.

TURNED OVER WITHOUT STOPPING

Without Carbonizing, Without Repairs, Without Adjustment, Without Breakage

It ran from the morning of May 1st to the evening of August 25th, a straight run of 117 days, for **SNOWDEN BROS. CO., ON AN OIL LEASE** near Bridgeport, Ill., using **Crude Oil** direct from the **Wells as Fuel**.

This is but one of the many **MUNCIE OIL ENGINES** that have been operating in this manner 24 Hours per day the year round **FOR OVER SEVEN YEARS**.

Buy the engine that has been in service long enough to prove its true value. It is past the experimental stage. **IT RUNS ON ANY LIQUID FUEL—IS SUITABLE FOR ANY SERVICE. YOU ARE PAYING FOR A MUNCIE, SO WHY NOT HAVE IT?** Write us and we will convince you.

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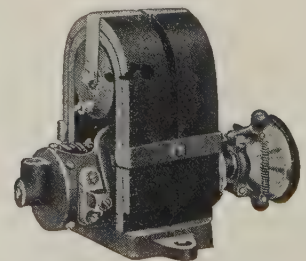
54 Ohio, Cor. Railroads

MUNCIE, IND., U. S. A.

WIZARD MAGNETOS

You wish to eliminate trouble and expense? Why not give the Wizard—a trial?

It has been standard equipment for 10 years.



On a majority of most popular Engines.

Simple—Efficient—Durable

Ask your dealer or write us direct.

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Write for Catalog G-D.

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**Get my latest
Reduced
Factory Prices**

**Nobody
can sell you
better engines
than I make.**

**Nobody will make you
as low prices as I am making
this summer.**



WITTE ENGINES 2 to 40 H. P.

GAS, GASOLINE, DISTILLATE, NAPHTHA, KEROSENE

They have set the quality-standard 26 years. They still lead in quality—cheapest power-producing, and utmost wear-resisting—quality. Elevator men, especially, testify to that after years of trial.

BUT HERE IS THE BIG NEWS: You can buy a WITTE Engine for half the price asked for other so-called standard engines. **Five year guarantee with 60-day free trial.** I beat the field on **quality** and **price**, and back every engine to the limit.

Sold Direct From My Factory to Your Hands

Save the dealers' expenses and profit. Besides, I have manufacturing advantages that give me a lower factory cost than any of them.

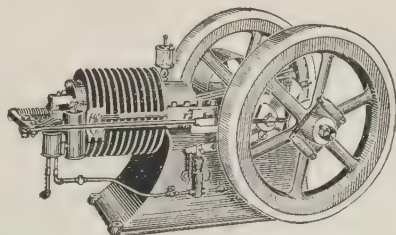
I want WITTE Engines in elevators everywhere. They are my best advertising. I can make money by selling to elevators at my factory-cost. Let me send you my special offer. Don't buy an engine until you get it. I'll guarantee to interest you by return mail.

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THE GADE AIR COOLER FOR YOUR ELEVATOR

Many Points in Its Favor

Quality built.
Saves every third
gallon of gasoline.




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No delays caused
by break-downs.
Easily operated.

We have a very attractive proposition to make Elevator men. We have an engine built and designed for your use. Put the GADE in your elevator and you will have an efficient, reliable engine that will work for you every hour of the day on **ONE-THIRD LESS** gasoline than any other make. You can operate our engine ten hours on **FOUR GALLONS** of gasoline. Let us prove this statement.

Let us tell you about the many superior features of the GADE and our attractive proposition. Write at once.

GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa

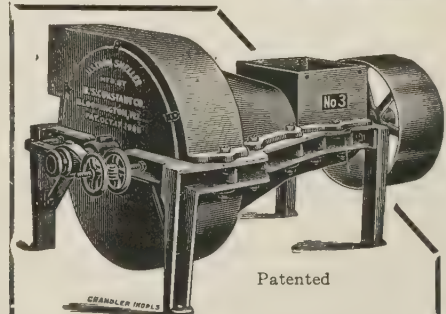


DURABLE WIRE ROPE CO.
CAR PULLER-GRAIN SHOVEL
POWER TRANSMISSION
163 W. LAKE ST. CHICAGO

Cover's Dust Protector

Rubber Protector, \$2.00
Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.



Patented

**The man who says,
"Take 'em away, I'm
through with 'em," is
the man we're after**

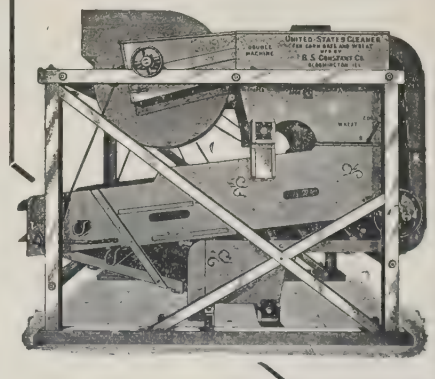
He has had his costly experience with corn shellers and grain cleaners, but he has yet to know or try the

**U. S. Corn Sheller
U. S. Grain Cleaner
U. S. Friction Clutch**

The practical design, the simple operation, the efficient handling of grain, the small amount of power consumed, and the durable construction assure every elevator a profitable, easy and satisfactory handling and cleaning of grain.

Send us the desired capacity.
We send you the particulars.

B. S. Constant Co.
BLOOMINGTON, ILLINOIS



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording **SALES and SHIPMENTS**; the right-hand pages for **RETURNS**. **SALES** column headings are Date, Amount Sold, Price, Grain, Terms. **SHIPMENTS** headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. **RETURNS** headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10 1/2 x 16 1/2 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

GRAIN DEALERS JOURNAL,

Le Salle St., CHICAGO, ILL.

LINK BELT SUPPLY CO.

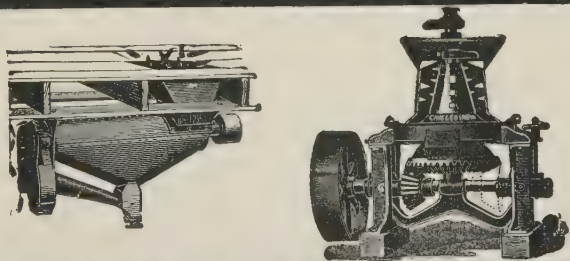
MINNEAPOLIS, MINN.

MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.
ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

The Gerber Patent Flexible Chain Telescope Car Loading Spout



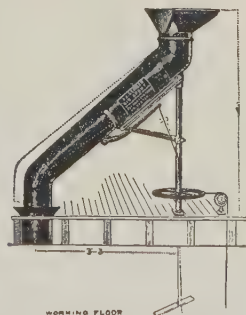
Will last longer
than three ordi-
nary flexible
spouts because
it is made of
metal equal to
saw blade.

Order one
and be
convinced.

Swivel Joint
at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the coun-
try because they are made by
skilled workmen, have a world-
wide reputation, and will prevent
the mixing of grain.



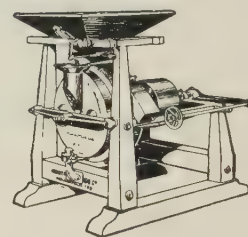
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FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago



N. & M. Co. Buhr Mills Grind Finest Corn Meal and Feed

They grind the highest grade rye,
graham and buckwheat flours.
They make the smoothest and
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Don't tear or "burn" the grain.

A Paying Investment

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Co. Buhr mills do better work than any
other meal or feed mill and last a life-
time without repairs. Genuine French
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can operate them. Low first cost. Fully
guaranteed.

30 Days Free Trial

Costs you nothing if it doesn't convince
you. Write for trial plan and "Book
on Mills."

Nordyke & Marmon Co.

(EST. 1851)

1256 Morris St.

Indianapolis

Indiana

"In Use 20 Years—No Expense for Maintenance"

That's what the Brown Cotton Gin Co., New London, Conn., say about the J-M Asbestos Roofing on their plant shown below. And this roofing looks good for many years to come.

This is but one of hundreds of buildings on which J-M Asbestos Roofing is still in good condition after fifteen to thirty years of service.

You can't judge how long a roofing will last by the looks. But you can judge pretty accurately how long a roofing will wear by the service it has given others. We'll give you names of responsible business men right in your vicinity who will tell you that such service as above mentioned has been given on their buildings by

J-M ASBESTOS ROOFING

The reason this roofing gives such long service is because it is made of Asbestos and Trinidad Lake Asphalt—both indestructible minerals. It is literally a flexible *stone* roofing, so is not affected by water, sun, cold, acids or chemical fumes, and never needs coating. And it affords perfect fire protection.

This attractive roofing can be used on any type of building, and can be easily applied by anyone.

Get it from your dealer—or order from our nearest branch if not at your dealer's.

A sample of the curious asbestos rock from which J-M Asbestos Roofing is made sent on request, if you mention Book No. 303.

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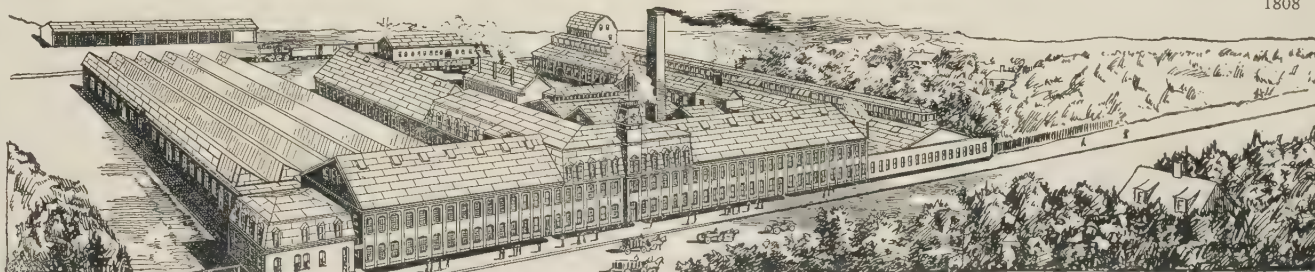
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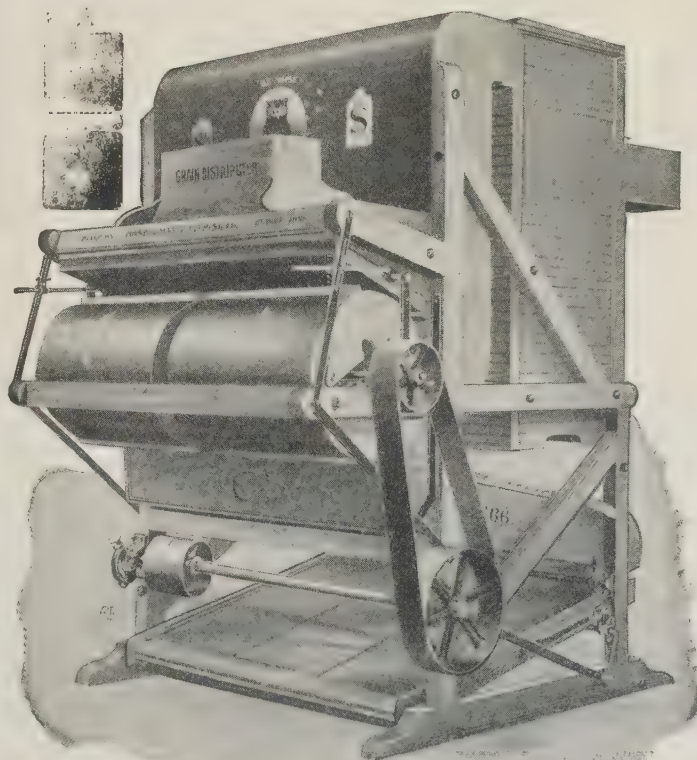
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More Money From Your Grain!



That's what appeals to you, isn't it? Then get next to all information you can regarding the No. 66

New Process Cleaner--Grader--Separator EQUIPPED WITH OUR NEW Automatic Gang and Sieve Cleaning Device

If you are going to build or install a new cleaner, don't fail to get our liberal installation and service agreement. We don't care whether you're from Missouri or any other state—we'll "show you" something you've never seen before.

Our beautiful new catalogue of facts is soon ready—ask for one.

Fosston Manufacturing Co.,
140 Merriam Park (St. Paul), Minn.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

A MONEY-MAKING OHIO ELEVATOR for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

PUBLIC SALE—The Farmers Elevator Co., of Sawyer, Kan., will sell their elevator at public sale at Sawyer, Kan., on Thursday, May 15th, at 2 o'clock. Address Farmers Elevator Co., Sawyer, Kan.

IOWA ELEVATOR—Best grain growing section of the state. Elevator in good repair, good competition and receipts 250,000 to 400,000 bu. Always a money maker. Address Gilchrist, Box 8, Grain Dealers Journal, Chicago, Ill.

NORTH MISSOURI ELEVATOR for sale. Only one in town of 900. Surrounded by good farming country. Doing a good business. Handle coal, grain, flour, meal, feed and seeds. Here is a chance that will go quick. Address J. B., Box 8, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

CENTRAL WESTERN MINNESOTA 30M cribbed elevator for sale. On the G. N. Ry. in good grain country. In good repair. Equipped with new engine and feed mill. Good chance to handle flour and fuel as side line. Address Floren, Box 8, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ILLINOIS ELEVATORS for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

OKLAHOMA ELEVATOR FOR SALE—Cribbed structure, 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR in best grain country, 10,000 bu. capacity; coal and implement business in connection if desired. Dwelling house to go with this. A bargain for the man wishing an elevator accessible to the Chicago and Peoria markets. One of the best territories in the State. Address, Illinois, Box 5, Grain Dealers Journal, Chicago, Ill.

NEBRASKA ELEVATOR DOING \$80,000 business per year, wholesale and retail grain, alfalfa, hay, feed and potatoes. Elevator capacity, 6,000 bus.; 24x36 flour house and 20x60 hay barn. Equipment: 15 h.p. Fairbanks engine, Wilford Roller Grinder. Town of 2,500 on B. & M. Ry., and U. P. will be in this summer. Great potato and alfalfa hay country. Plenty of business. Must change climate. Address, Scotts, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

COLORADO, FOR SALE—Active wholesale and retail grain business. Delightful location. Requires about \$25,000. Address, Retail, Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA GRAIN, HAY AND COAL business for sale for \$6,000.00. Modern elevator, steam power. Good business, splendid territory. Address P. H. J., Box 4, Grain Dealers Journal, Chicago.

12,000 BUSHEL ELEVATOR for sale. On A. T. & S. F. and Frisco Ry. Never fails to have crops. Grain, coal, flour and feed. A bargain. Address Collier, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

CENTRAL INDIANA—Two good elevators in fine territory. Good healthy business. A snap if taken quick. Address Opportunity, Box 6, Grain Dealers Journal, Chicago, Ill.

SO. DAKOTA elevator for sale; 25M bu. cribbed; 30x50 warehouse attached; coal in connection. Excellent farming district; good competition. Handled over 100,000 bus. and a lot more grain to come. Address For Sale, Box 7, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA ELEVATOR for sale, trade or lease. On the C. & O. Ry., in good grain section. Coal and tile business in connection; 10,000-bu. capacity; galvanized iron siding; built 10 years. A bargain to the first bidder. Address, Mark, Box 7, Grain Dealers Journal, Chicago.

FAMOUS RED RIVER VALLEY, N. D.—Three elevators situated in this fertile valley, capacities ranging from 20,000 to 30,000 bus. each. Handle from 125 to 175,000 bus. each per year. Coal business in connection, good farming district, no competition. Excellent proposition, prices right, will sell together or separately. Address Box 157, Crystal, No. Dak.

NORTHWESTERN IOWA—Elevator for sale. Good town of 700 people.

Only two grain houses in town, trade evenly divided. This house has handled on this crop 160,000 bushels, wheat, corn, oats, barley and seeds. Will handle 25,000 to 40,000 bushels more on this crop.

Main elevator 65,000 bushels capacity. Additional storage room for 6,000 bushels ear corn. Good coal sheds for 250 tons coal.

Mouse tight cement floor in flour and feed room, for two car loads mill stuff. Coal trade between 500 and 600 tons per year.

One of the best 2 house stations in Iowa. This being the only station we have on the Rock Island road and our business being largely on C. St. P. M. & O. Ry. in Minnesota we will sell this plant at the low price of \$6,000.

Property in first class condition and a first class business in every way.

Competition being Farmers Elevator Company established for several years and under conservative business management.

Will take good sized loan back on property if desired.

ST. JOHN GRAIN COMPANY,
Heron Lake, Minn.

ELEVATORS FOR SALE.

ONLY ELEVATORS at two good Kansas wheat stations. Write J. Jacobson, Formoso, Kans.

FOR SALE—Two year lease on elevator located in Alfalfa County, Oklahoma, on the Rock Island. Address P. O. Box 822, El Reno, Oklahoma.

FOR SALE—Fine elevator located at Enon, Ohio. Big 4 R. R. Good coal trade. Good reason for selling. Address Tranchant & Finnell, Osborne, Ohio.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—For sale, 8,000 bu. elevator, large flour, cement and coal business in good town of 1,000. Price \$6,000.00 if taken soon. Address Reyluc, Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Two country elevators located in Southwestern Minnesota, one in Northwestern Iowa. All situated on the C. R. I. & P. Railway, all in first-class operating condition. For full description, terms, etc., address D. R. Lane, Trustee, Davenport, Iowa.

CENTRAL ILLINOIS ELEVATOR—Ten miles to Springfield. Only elevator in village on C. & A., and interurban from which to draw power. Good two hundred thousand station; \$3,300 if sold by April 25th; \$4,000 after that date. Well worth investigating. Address H. E. Ensley, Springfield, Ill.

15,000 BU. CENTRAL KANSAS elevator for sale, modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 300,000 bus. annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaners and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer. This elevator is on private property with trackage on both sides, and has free switching to four trunk lines. This affords a splendid opportunity for a live grain firm to acquire and operate an elevator in a live and rapidly growing city, the gateway to the South. Would take good land in part payment. If interested, write to J. C. Pearson, Marshall, Okla.

MINNESOTA ELEVATOR AND SEED HOUSE for sale in good timothy seed and oats, corn, flax and barley country. About 450,000 bus. handled there this season. Three elevators in town. County seat. Southern Minnesota. Modern elevator, cribbed bins, down spout dump scales inside and extra wagon scales outside. Monitor Dustless Cleaner, fifteen bins in house and addition attached by spout. Coal bins. Two-room office. Seed house about 30,000 bus. capacity. Clipper Cleaner, cribbed bins; both houses have brick engine houses.

Reason for selling, owner going into banking business. Will take half cash and balance three or four years time. Address, A NO. 1 OPPORTUNITY, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

20,000 BU. COLORADO ELEVATOR for sale. First-class, new. Address, O. K. E., Box 5, Grain Dealers Journal, Chicago.

CENTRAL OHIO elevator, coal and feed business for sale. Gilt edge proposition. Address "Owen," Box 8, Grain Dealers Journal, Chicago, Ill.

BANKRUPT'S SALE.

On May 17, 1913, at 1 o'clock p. m. at North Ritchie, Illinois (on Wabash Railroad fifty-two miles south of Chicago), I will sell at public auction a complete elevator outfit, located at the place of sale, consisting of a forty-five thousand (45,000) bushel capacity elevator, office building, scales, engine house, corn cribs, coal house and seven (7) acres of land. I will also sell at the same time and place, two large residences, situated on said elevator property. Three Hundred Sixty-one Thousand (361,000) bushels bought at this elevator during last year. No competition.

Said property will be sold subject to the approval of the Referee in Bankruptcy.

ERWIN GOODWIN,

Trustee in Bankruptcy of the Estate of
Bruns & Stahl, Bankrupts.
MARTIN & MARTIN, Attorneys,
Joliet, Illinois.

BUSINESS OPPORTUNITIES.

LUMBER BUSINESS for sale. As good a point as can be found. Will trade for land if situated right. Other business to look after reason for selling. The Haviland Grain & Hay Co., Haviland, Ohio.

LEASE WANTED on good business or will take stock with good firm by July or August 1st, next. Thoroughly experienced in buying and selling, also as manager of elevator. Address Millard, Box 8, Grain Dealers Journal, Chicago, Ill.

BEST PROPOSITION IN TEXAS.

Warehouse in center of Dallas. Chop mill. Elevator machinery and machinery for making chicken feed; fine grain business; can be made 100 cars a month, car lots and local. Fine lease. If you want an established business come and see me. Other business requires my attention. A. S. Lewis, Dallas, Texas.

BROKERAGE BUSINESS for sale. Well established for two years, in Fort Worth, Texas. Best distributing point in the Southwest. I have six of the best and largest accounts doing business in Texas. Five thousand dollars easily made annually. Will sell reasonably cheap, securing all of my accounts for buyer. This is worth investigating. Address "Broker, Box 8," Grain Dealers Journal, Chicago, Ill.

NEW YORK SEED, FEED and implement store for sale. Well established, doing \$40,000 yearly business in best farming section in Central New York, in city of 10,000. A desirable place for handling fruit, hay and grain. Can give immediate possession. Good reason for selling. Price right. Write for further particulars and price. Address, New York, Box 6, Grain Dealers Journal, Chicago.

BROTHER GRAIN DEALERS ATTENTION!

In order to settle co-partnership affairs, one of the best and most up-to-date farms in the famous Red River Valley must be sold quickly. It's a bargain for someone. No trades. Contains about 1,400 acres all under cultivation. Deep black soil with clay bottom. Fenced and refenced. Big grain elevator, dwelling and other good buildings. As a home or as an investment it cannot be duplicated for twice the price we are asking for it in order to clean up. Brother grain dealers in Minnesota, Iowa, Indiana and Illinois take advantage of this or interest some of your friends. Terms if desired. Write me for full particulars.

A. L. STANCHFIELD, Secy.,
Spaulding Elevator Co., Warren, Minn.

ELEVATORS WANTED.

A GOOD OKLAHOMA FARM to trade for elevator on cash basis. Address, Box 192, Frederick, Okla.

WILL PAY CASH for good Illinois or Indiana elevator handling 200,000 bu. Give full particulars first letter. L. Kaiser, Oakland, Illinois.

GOOD QUARTER SECTION of South Dakota land to trade for good elevator in either North or South Dakota. Address, Clark County Bank, Naples, So. Dak.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WANTED TO BUY OR LEASE—Two good elevators in Northwestern Indiana. Give full particulars in first letter. Address, Ft. Wayne, Box 7, Grain Dealers Journal, Chicago, Ill.

19 ACRES WELL IMPROVED—Enclosed land to trade for well-equipped elevator in Eastern Nebr. or Eastern Kans. Address, Crete, Box 7, Grain Dealers Journal, Chicago, Ill.

WILL TRADE well improved 240-acre farm located 50 miles west of Minneapolis for an up-to-date elevator in a good grain country. Farmers Land Company, 602 Palace Bldg., Minneapolis, Minn.

WANTED to buy a good elevator located in Central Indiana. Strictly cash. Give all information in first letter. Address M. S. H., P. O. Box 71, Frankfort, Indiana.

ELEVATOR WANTED in Central Indiana in good condition, located in territory where business can be obtained. Full particulars first letter. A. B. Cohee, 241 Ross Block, Frankfort, Ind.

GOOD QUARTER SECTION North Dakota land to trade for good elevator in North Dakota, South Dakota or Western Minnesota. Address Box B, Flasher, N. Dak.

ON PENN. R. R. IN OHIO OR INDIANA—Elevator wanted handling from 150 to 200 cars of mostly corn and oats. No side lines except coal. Price must be right and good competition. Address Penn, Box 3, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

FOR SALE—Half interest wholesale grain and feed business in good Southern City. Business has increased to such an extent that I will need additional supervision and capital. Do not answer unless you have \$10,000 or more to invest. Address Investigate, Grain Dealers Journal, Chicago, Ill.

WANTED—A partner to help organize a grain company at Kansas City. Have had long experience in the business and have extensive country shippers acquaintance and clean record. Will invest financially with active partnership. Troost, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE

Exclusive Elevator Broker, Frankfort, Ind. Over 1200 listed, have sold 138. Charge seller 2%. Get buyers the best their money can buy. Every one prospers. Strictly reliable work.

ELEVATORS FOR SALE OR EXCHANGE for farm lands. Some fine Central Illinois and Indiana farms to exchange for elevators. List your elevator for sale with Aaron Smick, Decatur, Illinois.

SITUATIONS WANTED.

10 YEARS EXPERIENCE in grain business, and desire position by June 1st as manager or agent of elevator in Kans., Okla., or Texas handling flour or coal in connection. Married. Best of references. Address, Box 421, Geary, Okla.

HELP WANTED.

FIRST CLASS MILLER wanted at once. Lebanon Mill & Elevator Co., Lebanon, Kansas.

A FOREMAN WANTED—in 500,000-bu. grain elevator; steady position. References required. Address, St. Louis, Box 7, Grain Dealers Journal, Chicago.

FOREMAN WANTED. Steady position for right man. Reference required. Prefer experienced engineer for good elevator. The Haviland Grain & Hay Co., S. A. Pool, mgr., Haviland, Ohio.

WANTED—First class grain buyers to operate country elevators in Minnesota, North Dakota and Montana. Give references and experience. Address 251 Chamber of Commerce, Minneapolis, Minnesota.

WANTED—An efficient export clerk, experienced in cabling and handling export documents. Option, Box 8, Grain Dealers Journal, Chicago, Illinois.

WANTED—A man to work in elevator. Must be able to handle gas engine and understand elevator work in general. L. L., Box 356, Melvin, Ill.

WANTED—A live, hustling manager for a country station in Central Illinois. One that can get the business and hold it, with some knowledge of a gasoline engine. Send reference, age and experience. Must begin work at once. Address E. X., Box 8, Grain Dealers Journal, Chicago, Illinois.

WANTED—MANAGER for a new Lumber and Grain Company just organized at Ladora, Iowa. Wide awake young married man with experience in lumber and grain who will invest \$1,000 in company. Write naming experience, age, reference, and salary expected in first letter, and address O. B. Slaymaker, President, Marenco, Iowa.

SITUATIONS WANTED.

EXPERIENCED grain and flour man desires elevator or mill management or connection with grain firm. Globe, Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of an elevator in Illinois. Have 5 years' experience. Can give the best of references. At present employed. A. B., Box 8, Grain Dealers Journal, Chicago, Illinois.

WANTED, A JOB as elevator manager and bookkeeper. Eight years experience in the grain and implement business. Good mechanic and expert gas engine man. Good references. L. Smiddy, Lacrosse, Ill.

WANTED—A POSITION as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor, auditor or manager. Experienced man of 30; married, clean record, excellent references. With present connection four years, desires change to location in Northwest. Write "Fig," Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in large elevator. Can handle gas or steam engines. Fifteen years' experience. Best of references. No bad habits. Try me. S. W. C., Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION in country elevator wanted by married man of 46. Not afraid of work. Will do anything. Want work NOW. Address C. E. Webb, 2626 Lake View ave., Chicago, Ill.

GRAIN MAN of 15 years' experience wants position with Farmers Elevator Co. Understands grading, mixing and hedging. Now employed. Good reasons. First class reference. Address Stipek, Box 8, Grain Dealers Journal, Chicago, Illinois.

POSITION with good grain firm wanted by married man who has had years of experience buying and selling grain, running flour and feed mill. Can keep books and do heavy work. Address M. L. Dull, 706 West Madison Street, Chicago, Ill.

MACHINES FOR SALE.

WILLFORD THREE-ROLL feed mill in good condition, for sale, cheap. A. A. Cook, Van Cleve, Iowa.

FOR SALE cheap, one No. 2 Hill Metal Crusher and pulleys complete, \$125. Address C. E. Webb, 2626 Lake View ave., Chicago, Ill.

1 New No. 2 Marselles Sheller, capacity 700 to 1,200 bu. per hr.

1 20 h. p. R. & V. Portable Combination Kerosene and Gasoline, Volume Governor, water cooled, special clutch pulley.

1 Marselles 6 hole Spring Sheller, used one season, in good condition.

1 12 h. p. Portable International gasoline engine, in good condition.

1 32' Sandwich Portable Corn Elevator and 4 h. p. Staver Gasoline Engine.

1 Brown-Duvel Moisture Tester, 2 compartment, full supply extras.

1 20 h. p. stationary combination kerosene and gasoline Fairbanks-Morse engine. New, run but a few times.

1 8 h. p. stationary gasoline Lenox engine.

Address Mutual, Box 8, Grain Dealers Journal, Chicago, Ill.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American, \$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
9 So. Clinton St., Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x18 Barnard & Leas, 9x18 Dawson, 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; 7x14 Hutchinson; and 9x18 Allis two pair high; one No. 0 Willford three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, one No. 7 Sullivan, etc.

Corn Shellers:—No. 0 and one No. 1 Victor corn shellers cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners; one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—24 inch "Robinson," 16, 20, 24, and 30 inch "Monarch"; 18 and 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices:—In either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. **B. F. GUMP CO.,** Inc. 1901.
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

ONE BOSS CAR LOADER NO. 14 for sale. Has only loaded two cars. Our engine too small to handle same. Address, The Farmers Federation, Inc., Cherokee, Okla.

FOR SALE—1 No. 230 Stanard Seed Cleaner with 19 screens. In good condition. Rated capacity, 40' to 65 bu. per hour. Very low price for quick sale. Andrew Ringlien, Leipsic, Ohio.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

One 25 H. P. Alamo Gasoline Engine, good as new—\$350.

One 15 H. P. Foos, good condition—\$250.

One 8 H. P. Fields, new—\$175.

One 6 H. P. Havana, new—\$155.

One New National Automatic Scale—\$185.

One 60 H. P. Buckeye Gas Producer Plant, used less than two years—\$500.

One 18x48 Corliss Steam Engine—\$1,000.

One Smith Concrete Mixer, Steam Engine and Boiler mounted with Automatic Loader—\$395.

H. GROSS MACHINERY EXCHANGE
Steam Boilers of All Sizes. Omaha, Neb.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

STEAM ENGINES, BOILERS.

50-H. P. STEAM ENGINE—Good as new; will sell cheap if taken at once. John T. Noye make. M. C. Mountain & Son, New Lothrop, Mich.

STEAM ENGINES AND BOILERS find many ready buyers when advertised in the "Steam Engines-Boilers" columns of the Grain Dealers Journal, Chicago.

FOR SALE—One 42x12, 35 h. p. "Atlas" Class L. Tubular Boiler complete with all trimmings. Will be sold cheap. Boiler is practically as good as new. Address The Jay Grain Co., St. Marys, Ohio.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

Hand Scoops for Cobs.

Give one of our hand cob-scoops to each of your customers, and it will increase the demand. These scoops are to take the cobs from the basket and put into the stove, removing all objections and broken cobs; also good for feed, coal, etc.

Hand made of galvanized steel, and will last for years. In lots of 100 or more with your advertisement, 52c each. Sample scoop by mail, 65c.

We have also solved the problem of separating the shucks from the cobs, and will send blue prints for \$2.50. It is a success. Our own designs, from over 24 years' experience in the grain business.

PERRY FRAZIER, Chapman, Kans.

GASOLINE ENGINES.

40-H. P. ST. MARY'S OIL ENGINE—For sale; new; used 7 months; price \$650. Geo. A. Peckens, Fowlerville, Mich.

FOR SALE—30 h. p. Foos gasoline engine, almost new. Good reason for selling. Address Henry Edelmaier, Hooper, Nebr.

FOR SALE—25 H. P. Fairbanks make Gas Engine, in absolutely first class running condition. The Cols. Die, Tool & Mach. Co., Columbus, Ohio.

ONE 15 H. P. Lewis Gasoline Engine for sale, good as new, \$125.00. Address, Journal, Box 5, Grain Dealers Journal, Chicago, Ill.

FINE 25 H.P. COLUMBUS-BROWN gasoline engine in first-class condition and fully equipped, \$285.00. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22. H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

FERRETS.

FERRETS FOR SALE—Ever ready rat exterminators. Write for catalog, it is free. Address Keefer Bros., Greenwich, O.

MILLS FOR SALE.

WESTERN OHIO—76 bbl. mill and elevator for sale. Good coal and feed business in connection. Located on Main line of Big Four R. R. Town of 1,500; electric lights; good schools; three churches and fine farming country. Will sell cheap. Good reasons for selling. Address Celina, Box 8, Grain Dealers Journal, Chicago, Ill.

KANSAS CITY. FOR SALE.—Large feed mill and mixing plant at Kansas City, Mo., with ample storage and handling capacity, equipped with electric power at low rates; ample trackage, with railroad track scales under cover; railroad contract for transfer and elevation. Everything practically as good as new. Best opportunity of the kind in the West. Call or write, Charles P. Gotwals, 213 Barnes Bldg., Muskogee, Okla.

SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

SECOND-HAND BAGS bought and sold. We make a specialty of buying torn or damaged bags and bagging. Write us. Imperial Bagging Co., P. O. Box 1037, Norfolk, Va.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. **WM. ROSS & CO., 409 N. Peoria St., Chicago.**

HAY WANTED.

WANTED—100 Cars Oat Straw.
C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

IF YOU WANT to buy or sell any quantity or quality of field or grass seed—make your want known thru an insertion of an advertisement in the "Seeds Wanted-For Sale" columns of the Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED—YELLOW EAR CORN. C. T. Hamilton, New Castle, Pa.

WANTED—SHIPPERS of hay, grain and grain products from the Middle West, to furnish quotations, with customary brokerage added. Barham & Balles, Grain Brokers, Box 321, Elkins, W. Va.

CHICKEN GRAIN WANTED—Mail samples and quote car lots off grade wheat, rye, barley, millet, kaffir, milo and cane seed. Stratton & Russell, Wholesale Grain & Commission, Memphis, Tenn.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

DIRECTORY

OF THE

GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen, S. G., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

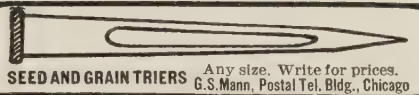
Liefmann's, Hamburg, rep. I. L. Radwaner, field s&w.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.



SEED AND GRAIN TRIERS Any size. Write for prices.
G. S. Mann, Postal Tel. Bldg., Chicago

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

Kraus & Apfelbaum

Wholesale Dealers

Columbia City, :: Ind.

WOOL

We are in the market at all times for wool. If you have any to sell, write, wire or phone us. Remember we buy it F. O. B. your station.



Ship Your HAY to

ALBERT MILLER & CO.

192 N. Clark Street, CHICAGO, ILL.

GOOD SALES

QUICK RETURNS

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator , Post Office.....

.....bus.

State.....



You
are looking
for the BEST

Ship your next car of
HAY to

L. STARKS CO.

and you'll stop looking

192 N. Clark St.
Chicago

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

COW PEAS.—Mixed, Clays, Whippoorwills and New Fras. Ask for samples and special prices, naming quantity. Louisville Seed Co., Louisville, Ky.

DWARF ESSEX RAPE genuine Holland seed, immediate shipment from seaboard. 300 sacks Alfalfa, American, quick shipment from West. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

SEEDS FOR SALE.

RECLEANED CHOICE COW PEAS.—Samples and prices sent on request. J. M. Schultz, Teutopolis, Ill.

FOR SALE—Black Japanese seed buckwheat. write for samples and prices. F. A. Schwegler, 212 Northampton st., Buffalo, N. Y.

GOOD, SOUND, RECLEANED Black-eye Cowpeas, \$2.00 per bushel, bags included, F. O. B. Walkerton. B. I. HOLSER & CO., Walkerton, Ind.

PASCAL'S REID'S YELLOW DENT Seed Corn For Sale. Sold with privilege of testing. Price in ear \$3.00 per bu.; shelled, \$2.50. D. L. Pascal, DeWitt, Iowa.

SEEDS FOR SALE.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

BOONE COUNTY WHITE.—After 11 years of seed corn breeding and growing we have dropped all varieties except **BOONE COUNTY WHITE**, because it yields most, sells best and fattens stock better than any other. We grew 12,000 bus. of this seed the past season on sandy, loamy soil, one mile from Mason City, the greatest shipping point for seed corn in the world. Do as we have done, grow one variety and the best. Write us for circular, sample and prices.

MASON COUNTY SEED CO.,
BOX 13, MASON CITY, ILL.

DIRECT IMPORTERS
SUNFLOWER SEED
Beans, Mustard, Hempseed, Etc.
From All Parts of the World
HURT-CAIN COMPANY
Incorporated
New Orleans, La. Memphis, Tenn.

FOR SALE
Choice Wisconsin grown Clover Seed
SAMPLES UPON REQUEST
Pfeiffer Lumber Co.
DURAND, WIS. Seed Dept.

SEEDS—Clover Seed
with purity test as per your state requirements. Samples mailed—with delivered prices.
O. GANDY & CO., South Whitley, Ind.

THE MANGELSDORF BROS. CO.

Atchison, Kansas

Wholesale Seedsmen

Millet, Kane, Kaffir Corn, Alfalfa, Seed Corn, Ky. Bluegrass, Bermuda Grass, Meadow Fescue, Sweet Clover.

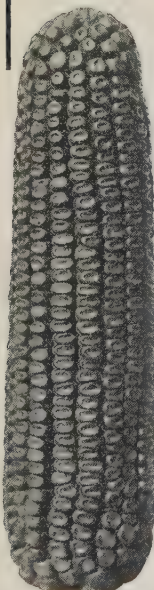
WESTERN SEED & IRRIGATION CO.

Wholesale Seed Growers and Dealers

Sweet, Flint and Dent Field Corn

Write or wire for prices for prompt shipment, or contract order for shipment next winter.

FREMONT - NEBRASKA

NORTHERN GROWN
SEED CORN

Cured in largest kiln drying plant in the Northwest.

All varieties of Dent, Flint and Southern Grown Seed Corn.

Grain and Grass Seed

Write for Catalog and prices today

N. J. Olsen Co.

Moorhead, Minn.

Red River Valley Seed House



Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

WM. G. SCARLETT & CO.

Grass and Field Seeds
Poultry and Pigeon Feeds

Buyers and Sellers Will
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.
BALTIMORE, MD.



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Kentucky
Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited

**COW PEAS**

Car lots and less. Car Black Eyes for table use (or planting) at a very nice price; Whippoorwills, Clays, Unknowns, etc., any quantity. Address us either office.

PITTMAN & HARRISON COMPANY
SHERMAN, TEXAS OR CLAREMORE, OKLA.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

NEW CROP HOME GROWN
TIMOTHY, RED CLOVER (MEDIUM OR
MAMMOTH) AND ALSIKE SEED,
raised in the banner field district of the
United States. It's the quality your com-
petitor would like to have. Value compares
with quality. Write for samples and prices.
Five bag lots to carloads. Address The
Sneath-Cunningham Co., Tiffin, Ohio.

SEEDS FOR SALE.

CANE AND MILLET IN CARLOTS.
Samples and prices on application.
RUDY-PATRICK SEED CO.
1306-1308 West Eighth St.
Kansas City, Mo.

SEED CORN.

Early Picked Johnson Co. White and
Reid's Yellow Dent. Tested 99%. Large,
firm, deep-grained ears. In the ear, butted
and tipped, \$2.75 per bu., shelled \$2.25 per
bu. Shady Lane Stock Farm, Jerseyville, Ill.

SEEDS FOR SALE.

TIMOTHY SEED:—Regenerated Swed-
ish select oats and Bryan's Early Favorite
Corn; circular free. Daniel Bryan, Port-
land, Ind.

ALFALFA SEED grown in Utah and
Idaho. Highest grades. Also Red Clover
and Timothy Seed. Write us. C. A. Smurth-
waite Grain & Milling Co., Salt Lake City,
Utah.

HOME GROWN Farm, Field and Garden SEEDS THAT GROW

All our Seed Corn grown on our farm and carefully TESTED for germination. Get our prices on Clover,
Timothy and Alfalfa Seed before you buy. Send a Dollar Bill for our Big Collection of Garden Seeds.
THE SUMMERS' SEED HOUSE, Malvern, Iowa

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.
HENRY LICHTIG GRAIN CO., Kansas City, Mo.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND
ALFALFA CLOVERS, RED TOP, MILLETS
BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed,
and Cuttle Fish Bone

And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery.
Will be very pleased to submit samples.
Head Office:

JOHN MACQUEEN, 33 Brown St., GLASGOW

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?
If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and
Milo Maize.

W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us
samples.

If you want to buy, ask us for samples.

LET'S GET ACQUAINTED

SEED

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEED

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the
book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross,
Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub
is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels
.....pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are
perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75
Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed
Mills, Steam Engines, Boilers, Gaso-
line Engines, Belting, Buckets, Con-
veyors or any other elevator machinery
can be bought or sold quickly by
placing an ad. in the "Wanted" or
"For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO



Largest Dealers
of

Alfalfa
Seed

in the World

Wisconsin Grown, Medium and
Asike Clover, also Timothy.

ROSENBERG & LIEBERMAN
Founded 1860 MILWAUKEE, WIS.

THE ALBERT

DICKINSON

COMPANY

SEEDS

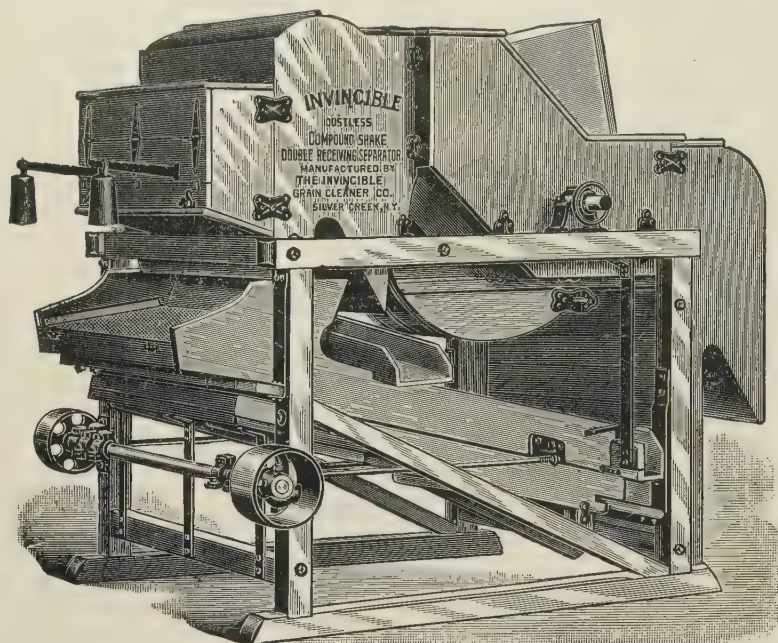
Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS

Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

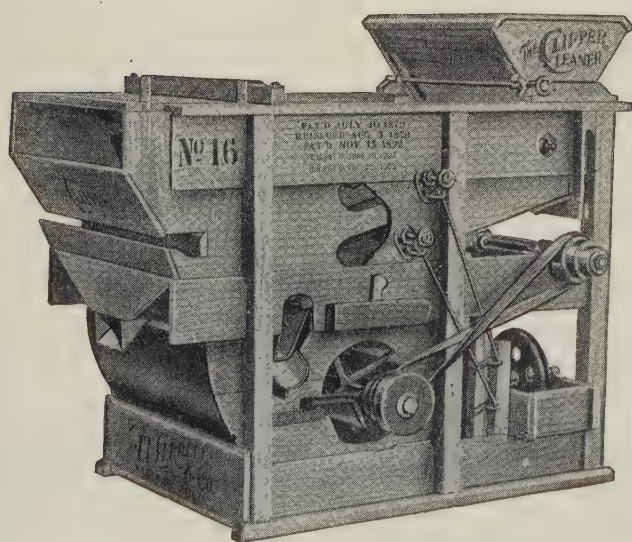
F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas, City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky., STRONG-SCOTT MFG. CO., Minneapolis, Minn.

The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

A. T. FERRELL & CO.

SAGINAW, W. S.

MICH.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

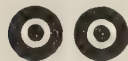
value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 25, 1913

FEED BARLEY exporters propose to make a fight against the confiscation of shipments of feed barley, containing screenings and seeds, by the federal government. It seems the agents of the Agricultural Department, in their eagerness to get into the public print, have overreached the law's requirements.

MINNESOTA'S legislature has adopted a resolution calling on the state Railroad & Warehouse Commission to issue daily price cards, showing market prices on grain in Minneapolis. While it is not certain that the Commission will comply with the request, still if it does so, it will simply duplicate the work of the many news agencies which are in a much better position to supply the information than the Commission can ever hope to be.

IF EVERY grain elevator office were surrounded with flowers and shrubs, it would surely make the occupant of the office more cheerful and the office a more attractive place for every farmer who came to town. The time is coming when every elevator man will give closer attention to his surroundings and strive to make the place where he spends most of his waking hours pleasant for himself, as well as his customers. The observations of "Traveler," published elsewhere in this number, are decidedly encouraging.

INDIANA has a new law, which is very likely to put an end to free storage at country points, as it provides for a Public Service Commission, to whom all parties performing the services of a public warehouse man must report, and will be held amenable to the many stringent storage laws of the state.

IF THE effort being made by the Chamber of Commerce of Minneapolis to induce all the grain exchanges to amend their rules, so as to require the deposit of an initial margin of grain of at least 10 per cent on all speculative purchases or sales of grain for future delivery in lots of less than 5,000 bus. succeeds, the number of small speculators will be materially reduced.

SHIPPERS EVERYWHERE will be pleased to note that Senator Pomerene of Ohio has re-introduced his famous Bill of Lading bill, which provides for what students of shippers problems call the most equitable B/L ever promised the shipping public. His bill was passed by the Senate of the last Congress virtually without opposition, but in the rush of work during the closing days of the 62d Congress, it was impossible to get it up for consideration. It is now known as Senate Bill 387, and has been referred to the Committee on Interstate Commerce.

A NEW grain car, one which has been commended by contributors to the Journal in the past, was introduced to the grain dealers at Sioux City recently by the Chicago Board of Trade Weighmaster, and in our report of the meeting we present a description together with interior and exterior views of it. Shippers who are so fortunate as to be able to load their grain in cars of this construction, owe it to the trade to make known their experiences. If the car reduces the shortages, then every grain shipper wants it and the carriers need it. Mr. Foss, who has made a careful study of the needs of the grain shipper for many years past, is a firm believer in it and recommends it most highly.

A NEW STYLE extra effective grain drier has been presented to the trade by the freight claim agent of the C. St. P. M. & O. Ry., whose paper on Grain Claims is published in our report of the Iowa meeting this number. This drier is nothing more or less than a grain laden "car in motion." It seems that this wonderful drier, which has long been curing shippers grain without charging them for the service, is directly to blame for most of the inexplicable losses of weight in transit. Mr. Grochau evidently considers all of these shrinks perfectly natural. However, his paper contains a number of excellent suggestions worthy the careful consideration of every shipper.

A NEBRASKA correspondent in this number tells of the steel roofing on an elevator having been displaced by wood shingles, because the steel was frequently loosened by the wind. If the steel roofing is properly put on and cared for, elevator owners will have little trouble with its becoming loosened.

THE CROP KILLERS Union is surely working overtime. According to their mythical writings, the green bugs are destroying the wheat in Texas and Oklahoma, the grasshoppers have made their appearance in central Missouri, and a brand new bug with a fuzzy, dry, hard shell has made its appearance near Newton, Kas. At the same time many reports from grain dealers in the same sections contain no information regard bugs of any kind.

THE VERDICT of the Senate Committee of the Illinois Legislature, which investigated the charges that money was used to secure the passage of the so-called "Put and Call" Bill is that there is no foundation whatever for the charge, or that any of the money was used to corrupt legislators. The organization or corporation which today attempts to secure justice by buying it from the state legislature invites blackmailing schemes of all kinds, and none can afford to take any chances in buying legislation.

THE REPORT of the Investigating Committee of the lower house of the Minnesota Legislature, which was appointed to investigate the grain exchanges of the state, is quoted quite fully elsewhere in this number, and merits careful reading by grain dealers everywhere. The report is quite at variance with what the committee's attorney attempted and desired to show. One excellent recommendation was that the Board of Grain Appeals be separated absolutely from the state grain inspection department. Where the two are connected or under the jurisdiction of the Commission, the Appeals Board feels that it is incumbent upon it to sustain the inspectors, and no doubt its members often do violence to their own judgment. The Committee recommends that legislation be enacted to abolish unfair switching charges, and that branch offices of brokers be discontinued. One of the most impracticable recommendations of the Committee is that the state provide facilities for shippers to have grain cleaned, dried and mixed at terminal points. While the long drawn out investigation may result in one or two improvements in trade conditions, still its greatest and best result will be the education of the law makers and the public, which has been studying the proceedings each day. Most of the public's prejudice against the grain exchanges are based on false impressions of the service of the exchanges in the marketing of grain

PROTECTION NEEDED FROM FREIGHT OFFICIAL'S BLUNDERS.

As is again pointed out by a correspondent in our "Asked-Answered" column, shippers are now at the complete mercy of blundering, scheming freight traffic officials, who may often find it to their personal advantage and to the profit of their railroad to quote a lower rate to the prospective shipper than is permitted by the schedule filed with the Interstate Commerce Commission. As was cited in the case of the Henderson Elevator Co., against the I. C. R. R. published on page 388 last month, the Supreme Court upholds the position of the railroad and releases it from all liability for loss occasioned the shipper by reason of its failure to post its latest tariff of 13½c, as is required by the law. The law provides that the railroad company shall pay a fine of \$250 for failure to post its tariffs. In this case, the railroad company, by quoting the old rate of 10c per 100 lbs., and insisting that it was the legal rate, secured the shipment of 100,000 bus. of corn, so that its profit by misleading this one shipper, made possible by its failure to comply with the law, netted it over \$2,000. Railroads can readily afford to pay a fine of \$250 occasionally, if they can by so doing squeeze an additional \$2,000 out of an unposted shipper.

It is absolutely necessary that the railroads or the government provide some agency thru which shippers can obtain reliable information regarding the legal rates. Too often have they been misled by the misrepresentations of the over-eager freight solicitor.

It would seem, from the decision of the Supreme Court, that it does not consider that the shipper is entitled to any relief from the errors or misrepresentations of the railroad agents, who persistently quote illegal rates on shipments tendered. Shippers have generally been given to understand that it was incumbent upon every railroad to keep a file of all its tariffs in each freight office, so that every shipper could obtain access to them. Most shippers have accepted it as their duty to look up the tariffs and learn the rates for themselves, never suspecting that they could be misled by error or neglect on the part of the railroad company in filing the tariffs.

The Henderson Elvtr. Co., not satisfied with the tariff schedules in its own office and in the office of the local freight agent, induced the agent to take up the matter with the head office of the road, which also confirmed the 10c tariff as being the official one, yet the Supreme Court has denied this shipper the right to any relief.

If the railroad freight officials can swindle shippers in this manner without punishment other than a fine of \$250, then shippers can depend upon the freight traffic officials to watch for every opportunity

to mislead them. In the case cited, the I. C. officials did not deny that the shipper had made every effort to determine the legal rate. On the other hand, the Interstate Commerce Commission refuses to make a business of quoting rates, so it is up to the grain trade to go to Washington and secure new legislation, which will make freight traffic officials just as liable for their blunders as anyone else. If anyone has ever discovered a real halo on a freight official, then it is time the picture was reproduced, so that every shipper could have a copy. If the law is as the Supreme Court of the U. S. maintains it is, then it must be changed or some reliable means granted shippers to learn the legal rates.

SHIPPERS who neglect to read and keep posted regarding the sharpers who persist in preying upon unposted shippers pay dearly for the privilege. A Colorado shipper of 12 cars of hay, an Idaho shipper of 6 cars of hay, and a number of southeastern buyers were recently caught napping by E. A. Ryerson, of Memphis, who has been doing business as the Ryerson Commission Co., The Merchants Hay Corporation and the Ryerson Grain Co. They have only themselves to blame, because he has frequently been published for imposing upon shippers. Another sharper who has preyed upon many shippers, of whom we received two complaints recently, is the Interstate Hay Co., alias Johnson & Son, alias Johnson & Co., of Goshen, Ind. Mr. Johnson's scheme for getting control of a shipment is clearly explained by one of his victims in our "Letters" column this number. Read it and take warning.

THE SUPREME COURT of Michigan has recently rendered a decision in the case of the Nelson Grain Co. vs. Ann Arbor R. R. Co., which is sure to give a rude shock to many shippers who have heretofore carelessly written the name of buyers in every S/O B/L and believed that they were fully protected by the clause printed across the face of the bill, providing that "the surrender of the original order B/L properly endorsed shall be required before delivery of the property." The decision of the court, which is quoted quite fully elsewhere in this number, makes it very clear that if shippers desire to protect their interests in their property, they must consign it to *their own order*, notify buyer, then endorse in blank and attach to draft. Thereby they will give notice to the railroad company that they are the owners of the property and wish to retain possession of it until the buyers have paid draft. By so doing the shippers will fully protect their own interests in the property and in nowise embarrass the honest buyer, who desires to pay for the grain before obtaining possession of it. The decision of the Michigan Court is very clear and merits careful reading by every shipper who wishes to conduct his business along safe lines.

LAWS FORBIDDING STEALING FROM CARS.

Grain shippers have long suffered losses thru the pilfering of petty thieves, who were quick to recognize the difficulty of proving they had stolen grain, even tho it were found in their possession. The grain of any owner is not easily identified. The similarity of corn owned by any of a thousand different persons is such that it would puzzle nearly every one of them to identify his own property. Thieves posing as sweepers have long taken advantage of this fact and relied upon their gleanings from the empty cars to defend them from the charge of having taken grain from loaded cars. The use of private seals, consecutively numbered, has done much to assist the shippers in tracing their losses and claims for stealing so proved have prompted the railroad companies to provide better police protection for grain laden cars. Still the stealing goes on, and it is but natural and right that more stringent legislation should be enacted for checking the thieves.

House Bill 277, introduced recently in the Illinois Legislature, merits the earnest support of every shipper and every railroad man, as its enactment is certain to stop the sweeping of empties by unauthorized persons in Illinois and reduce the shippers' losses of grain thru the pilfering of sweepers.

In this connection it is quite interesting to note the provisions of H. R. 16,450, recently enacted into law by Congress, designed to protect interstate shipments. This new law makes it a felony to break the seal of a railroad car containing interstate or foreign shipments of freight, express or baggage, or to enter such a car with intent to steal; or to steal, conceal or by fraud or deception to obtain from any railroad car, station house, depot or platform, any goods or chattels which are part of an interstate or foreign shipment. The act also applies with equal force to any person who buys, receives or has in his possession any freight, express or other goods or chattels of interstate shipments so stolen. The punishment for any of these offenses is a fine up to \$5,000 or imprisonment up to 10 years, or both. Prosecution may be instituted in any district where the crime shall have been committed. The act also prescribes the same fine and punishment for the carrying or transporting by a person of any such freight, express or baggage from one state or territory to another.

Making these acts federal offenses and providing the severe punishment, should stop much stealing of interstate shipments. At least 95 per cent of the grain shipments are interstate shipments, so the new federal law, which places crimes of this character under the jurisdiction of the U. S. Courts, will extend its protecting influence to nearly every grain shipper and should materially reduce the losses due to stealing in transit. However, the enactment of state laws along the lines of Bill 277, which was published on page 539 of the Journal for April 10th, will materially assist in stopping the stealing and reduce the losses to shippers.

SHIPPER NOT PROTECTED by Clause Requiring Surrender of Order B/L.

Shippers who yield to the persuasion of buyers and name the buyer in the B/L as the consignee are placing themselves in position to sustain heavy loss, under a decision of the Supreme Court of Michigan, Mar. 20, 1913, holding that the railroad company is not liable for delivering the property to the party named in the B/L, without requiring surrender of the document.

For reasons best known to themselves some buyers and brokers request the shipper not to bill the carload to shipper's order but to buyer's order. This is irregular; and many shippers would not consent, but for the clause in the B/L requiring surrender of the B/L before delivery. This practice is becoming common, especially in the bean trade of Michigan; but will be discontinued by every shipper who learns of the latest decision of the Michigan Court in the case of the Nelson Grain Co. v. Ann Arbor Railroad Co., following:

The Nelson Grain Co., operating an elevator at Ithaca, Mich., on Dec. 1, 1911, sold a car of 250 bags of beans to Botsford & Barrett, of Detroit, Mich., for shipment to Lynchburg, Va., notify Davidson Bros., at \$1,498.75. The carload was billed on the yellow order B/L by the Ann Arbor Railroad Co., "Consigned to order of Botsford & Barrett. Destination Lynchburg, notify Davidson Bros. at same. Botsford & Barrett, Shippers."

An identical shipment was made to Paris, Ky., notify Tower Grocery Co. The Nelson Grain Co. made sight drafts on Botsford & Barrett, attached to the B/L, thru a Detroit bank, but the drafts never have been paid and the bank returned Bs/L and drafts.

To cover the shipment of Dec. 1 Botsford & Barrett forged a B/L, with forged signature of the railroad agent at Ithaca, indorsed the fraudulent B/L in blank and attached the forged B/L to a draft made by them on the notify party at Lynchburg. The notify party paid the draft and thus obtained possession of the forged B/L, and by surrendering same to the last of the connecting carriers obtained possession of the car about Dec. 10.

Suit was brot against the Ann Arbor Railroad Co. by the Nelson Grain Co. to recover the value of the two cars and judgment was given for \$2,997.50 and interest. This judgment has recently been reversed by the Supreme Court of Michigan, by a vote of 5 to 2, and denying the Nelson Grain Co. a new trial. Justice Brooke, for the majority of the court, stated:

Parol Evidence not admissible to Contradict B/L.—The evidence of Mr. Nelson, president and manager of the plaintiff corporation, does not in our opinion tend to contradict the Bs/L and (they being unambiguous) if it did so tend it would not be admissible under the authority of *Sturges v. Detroit, etc., R. Co.*, 166 Mich. 231, 131 N. W. 706.

The record contains no hint that the defendant knew or had cause to believe that the plaintiff had retained any interest or right of property in the beans. The B/L indicated the contrary. An examination of that paper shows that the plaintiff was an utter stranger to the transaction, except that as to the last bill its name appears beneath that of Botsford & Barrett, Shipper, with the prefix "per." This can have but one meaning, viz., that the beans were shipped by Botsford & Barrett; the plaintiff acting for them in the transaction. Assuming that defendant knew of plaintiff's ownership of the beans prior to the moment of delivery, the terms of the B/L would indicate a sale to Botsford & Bar-

rett and an intent to vest them with the title and right of possession thereto.

The B/L here in question contained the following language: "The surrender of this original B/L, properly indorsed, shall be required before the delivery of the property." It being conceded by defendant that delivery of the beans was made without the surrender of the original B/L it becomes pertinent to inquire what effect these words have upon the controversy.

Delivery Without Surrender of B/L.—Hutchinson on Carriers (3d Ed.) vol. 1, § 177, in his text says: "The carrier takes the risk of a delivery to the person entitled to the goods by the B/L and its indorsements. The consignee named in the B/L is presumptively the owner of the goods and must be treated by the carrier as the absolute owner until he has had notice to the contrary; and a delivery to him without such notice will discharge the carrier. Thus, if the consignor would for any reason retain the ownership or control of the goods, he must notify the carrier of such fact; for otherwise the presumption that the consignee named is the rightful owner and entitled to their possession will prevail as against any undisclosed intention which the consignor may have had to the contrary."

At section 181, vol. 1, the same author says: "But while the carrier takes the risk of making delivery to the person entitled to the goods by the B/L and its indorsements, and should therefore be careful to require the person demanding the goods, when such person is another than the consignee, to produce the B/L properly indorsed, he will fully discharge his duty in making a delivery without requiring the B/L to be presented if delivery is made to the person who is lawfully entitled to the goods."

The right of the carrier to demand the presentation of the B/L is a precaution of which he may avail himself, for the purpose of avoiding delivery to the wrong person, but which, if he sees fit, he may dispense with; and, if delivery is made to the person vested with the right to receive the goods, the carrier will have performed his duty. If therefore the consignee should direct the carrier to make delivery to a third person to whom he has transferred title, and delivery is made in accordance with such directions without requiring the B/L to be produced, the failure of the carrier to require its production will place him under no responsibility to a bona fide holder who, after such delivery, has taken the B/L from the consignee. And altho a B/L providing for a delivery to the consignor or his order contains an express provision that the carrier shall require its surrender or production before making a delivery of the goods, such requirement, it is said, will be considered as having been inserted for the benefit of the carrier, and, as between himself and the consignor, cannot subject the carrier to liability for failing to require the production of the B/L on making delivery to one to whom the consignor has ordered that the goods shall be delivered."

Carrier Had No Notice of Shipper's Intention to Retain Title.—Whether the stipulation in the B/L that surrender thereof shall be required before delivery is considered to be for the benefit of the carrier or the shipper would seem in this case to make no difference, for the plaintiff was not the shipper. Being the owner of the property at the time of delivery to the carrier, plaintiff chose to represent by the contract negotiated with the carrier that Botsford & Barrett were the shippers thereof, to whose order delivery should be made, at the same time neglecting to disclose to the carrier that it (the plaintiff) desired or intended to retain any control over the shipment for its own protection. Defendant had no knowledge or notice of plaintiff's secret intention.

For aught defendant knew, Botsford & Barrett might have paid plaintiff before the shipment was made. Indeed, the terms of the B/L negotiated by plaintiff plainly indicated that such was the fact. We cannot escape the conclusion that this loss has come to plaintiff (if a loss there be through the financial inability of Botsford & Barrett) by reason of its own carelessness in failing to make the shipments to its own order, or in some other manner notifying the defendant that it desired to retain its title to the shipments until paid for the same. Having made delivery of the shipments to the parties named in the B/L upon the order of Botsford & Barrett as directed in the bills, we think the defendant should be held to have performed its full duty in the premises.

Defendant requested the court to make findings of law as follows: "Under the evidence in this case, when defendant received the beans in controversy and issued its

Bs/L therefor, and the same were accepted by plaintiff, the beans became (as between the plaintiff and defendant) the property of Botsford & Barrett, and the plaintiff cannot complain of a delivery of the same by the defendant or its connecting carrier to or on the order of Botsford & Barrett. The fact that the original Bs/L were not surrendered to the delivering carrier at the time of the delivery of the beans will not make the defendant liable, for the reason that the beans were delivered on the order of Botsford & Barrett and the evidence does not show any notice to defendant that the title to the beans was not to pass to Botsford & Barrett, or that the same were not to be delivered on their order." These findings should have been made.

The judgment is reversed, and there will be no new trial.—140 N. W. Rep. 486.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. P. 48750 passed thru Westport, Ind., Apr. 23, leaking shelled corn at door.—Tyner Grain Co.

G. N. 43882 passed thru Preston (Blanchard P. O.), N. D., Apr. 21, leaking at end.—T. E. Cormack, agt., St. Anthony & Dakota Elvtr. Co.

M. C. 11157 passed thru Westport, Ind., Apr. 19, leaking corn at drawbar.—Tyner Grain Co.

G. N. 41198 reached Greenfield (Hunter P. O.), N. D., Apr. 16, leaking near side door. Car repaired at that point.—Geo. H. Clunis, agt., St. Anthony & Dakota Elvtr. Co.

C., R. I. & P. 63332 passed thru Mohawk, Ind., Apr. 14, leaking white corn badly over drawbar.—L. M. Thomas, mgr., Mohawk Elvtr. Co.

C., R. I. & P. 46968 passed thru Van Meter, Ia., Apr. 14, leaking oats badly at door post.—E. C. Trindle, agt., Van Meter Grain Co.

Southern 37222 passed thru Sidney, Ill., Apr. 14, leaking at side door.—E. E. Derrough, mgr., Sidney Grain Co.

C., B. & Q. 100713 reached Sutton, Neb., Apr. 12, with door post broken and leaking wheat badly. Set out at that point for repairs.—Chas. Scherwitz, mgr., Sutton Farmers Grain & Stock Co.

C. N. O. & T. P. 12712 passed thru Chillicothe, Mo., eastbound, on Apr. 4, leaking wheat badly at end of car over draft rigging.—H. P. Scruby, Mgr. & Elvtr. Co.

Sou. 30532 came into Rock Rapids, Ia., Apr. 2, via the Ill. Cent., bulging badly at side. The contents (yellow corn) are being transferred into Wis. Cent. 14608.—S. A. Nelson, mgr., Farmers Elvtr. Co.

Nor. Pac. 36,367 passed thru the Union station at Indianapolis, Ind., at 12:10 p. m., Apr. 1, leaking yellow corn badly.—E. F. Holloran, of Grain Dealers Natl. Fire Ins. Co., Indianapolis, Ind.

L. S. & M. S. 47521 passed thru Elkhart, Ind., Mar. 28, at 2 p. m., on local, southbound, leaking yellow corn on side, opposite truck.—J. C. Gardner, mgr. Central Ill. Grain Co.

C. G. W. 1234 was set out at Fredericksburg, Ia., Feb. 14, leaking badly. Brake beam had been jammed thru bottom of car. Rye was scattered along track for some distance. Section men borrowed 38 sacks in which to gather the spilled grain. Car was repaired and forwarded.—Kunz Grain Co., G. W. Richardson, mgr.

COMING CONVENTIONS.

May 20-21.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 23-24.—American Feed Manufacturers Ass'n at Chicago.

May 27-28.—The Texas Grain Dealers Ass'n at Fort Worth, Tex.

June 3-4.—Illinois Grain Dealers Ass'n at Chicago.

June 24-26.—National Hay Ass'n at Peoria.

Oct. 14-16.—Grain Dealers National Ass'n at New Orleans.

The power of a man increases steadily by continuance in one direction. He becomes acquainted with the resistances and with his own tools; increases his skill and strength and learns the favorable moments and favorable accidents. He is his own apprentice, and more time gives a great addition of power, just as a falling body acquires momentum with every foot of the fall.—Emerson.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

FLEECE MANY SHIPPERS.

Grain Dealers' Journal: I notice with interest an editorial in your Journal of 10th in regard to a Goshen, Ind., hay buyer. Naturally, I am interested in this because I have one of the most complete files on the Interstate Hay Co., alias Johnson & Son, alias Johnson & Co., of Goshen. This firm has fleeced more people in this country than any five others that I know of and altho I have warned our members time and again to beware of them, for some unexplainable reason they get stung every week. If there is any way to run these people to the earth, I should certainly be willing to co-operate with the victims along these lines.—Yours very truly, J. Vining Taylor, Secy.-Treas. Nat'l Hay Ass'n, Winchester, Ind.

PAY FOR MUD.

Grain Dealers' Journal: All grain received at this station is weighed by the city scales and the individual buyers have nothing to do with the weighing. The seller pays for the weighing and when he gets through hauling he buys his weight tickets at five cents apiece and takes them to the grain man to be figured and settled for.

This plan does away with the usual story of the farmer that the grain man makes mistakes in weighing, intentional or otherwise.

During muddy weather, however, the loaded wagon has a large volume of mud clinging to it and after the wagon has been unloaded the farmer is able to speed up in his driving and throw off a great deal of the mud. In this way the grain man pays for a good many pounds of dirt in the course of a day's business.—S., Hartley, Ia.

REGULATION FOR INDIANA GRAIN STOREHOUSES.

Grain Dealers' Journal: On March 17th we sent out our legislative circular, giving a brief outline of the work of the recent legislature.

We suggested that a Public Service Commission had been provided for and would come into existence May 1st.

We also suggested that the Grain Trade was interested in this measure, only in a general way as were many other business interests of the State, except such houses as performed public elevator and warehouse service, and that they would be brot under the provisions of the law and subject to the jurisdiction of the Commission.

Upon a careful examination of the law and its interpretation by those who had to do with its preparation and enact-

ment, it is understood that the Commission will have jurisdiction over any and all elevators in the State that do a general storage business; that is to say, elevators that accept grain on deposit for their customers will be recognized as performing public elevator service and hence amenable to the law.

Houses that are simply buying and shipping grain on their own account, will not be subject to the Commission's jurisdiction; only such as are storing and handling grain for their customers, either for compensation or otherwise.

What the requirements of the Commission will be and to what extent they will assume jurisdiction and supervision of the elevators in question we have no means of knowing, at the present time, but it will be well for those who desire to store grain for their customers to be prepared to make reports and otherwise comply with the Commission's requirements and the laws in general relating to that subject.

The only safe way to avoid this accounting to the State is to refrain from storing grain for the producers or others, except your own grain, which you have a right to control.—Chas. B. Riley, Sec. Indiana Grain Dealers Ass'n, Indianapolis.

BETTER CAR SERVICE SHUD PRECEDE INCREASE IN FREIGHT RATES.

Grain Dealers' Journal: We have been informed frequently that the railroads of this state are anxious to advance their freight rates. We are decidedly opposed to any increase in rates, unless shippers are given improved service. At one station alone last winter we lost \$1,500, because the railroad company failed or neglected to supply us with cars needed. If they are to be permitted to increase their rates then they must at the same time improve their service. They should also cooper the cars they do give us so that our shipments may be loaded without delay for car repairs and transported to destination without leakage.

In considering an increase in freight charges on grain, it might also be well to observe that the rate from this station to Chicago, a distance of about 400 miles, is 16c per hundred lbs., while the rate from Chicago to Baltimore, a distance of about 900 miles, is only 10c per hundred lbs. We favor a fair deal all around, and think the shipper is entitled to some consideration before he can think of an advance in freight rates with composure.—L. J. Button Elvtr. Co., Sheldon, Ia.

OPPOSED TO STORING.

Grain Dealers' Journal: We desire to endorse the sentiments against storing, expressed in the last number of the Journal by the Saunemin Elvtr. Co. We are surely opposed to anyone using our storage room to speculate on the rise of the market. It is not sound business and should not be tolerated by any elevator operator.

All grain should be purchased by grade and all doubtful corn tested for moisture. The buyer must be able to determine accurately the percentage of moisture and the seller should stand discount in keeping with the excess moisture. This will enable us to buy grain on a much closer margin and work a greater justice to all. This will encourage the planting of better seed grain and insure all growing crops being given better protection.—P. J. Gallagher, Mgr., Farmers Elvtr. Co., LeMars, Ia.

RELEASED HAY TO BUYER AND CANNOT COLLECT.

Grain Dealers' Journal: Johnson & Co., Goshen, Ind., still owe me for hay shipped a year ago. I went there to see them and Johnson agreed, as he said in his letters, that he would get around to a settlement with me in a couple of days. I sold him some hay. After billing it out, I received a wire that the parties to whom he had sold it had cancelled their order and that in order to divert the car to another party I should release draft at bank at once, which I did. Thru this scheme he got considerable hay on open account. Then he would write that he would sell the hay for best price possible and send me net proceeds, which have not yet come to hand. He also let cars stand until considerable car service accumulated. I am willing to pay \$200 or \$300 to anyone collecting the account.—John V. Sturmer, Dorchester, Wis.

MERCHANTS BITTEN BY MILL PROMOTERS SHY AT ELEVATORS.

Grain Dealers' Journal: I have been in the west for some time trying to convince the businessmen of some of the wide-awake, hustling towns that it is easy to get away from the sack evil. In talking for investment in elevators to do away with the warehouse method of handling grain in sacks I have found the merchants suspicious on account of their experience with flour mills and bonus hunters.

At one point a clever organizer erected a "mill" full of old junk machinery and worn out rolls. On the plea of the promoter that they would save a couple of thousand dollars the contract for construction was let to an irresponsible contractor, whom they did not even take the trouble to investigate as to his reputation and financial standing. At another point the same organizer had narrowly escaped a life term in prison.—J. F. Younglove, Pocatello, Ida.

BUYERS WHO BID DIRECT TO FARMERS CANNOT EXPECT SHIPMENTS FROM REGULAR SHIPPERS.

Grain Dealers' Journal: The grain buyer who ignores the regular established dealer at a station and attempts to go around him to the farmer to buy grain, is not disposed to be fair. He is not disposed to allow the local dealer, who furnishes elevator and warehouse facilities, fair compensation for the services he performs for the trade.

A letter has just fallen into my hands, which was written by a wholesaler at a distant station, who was asked to quote prices to a farmer. He promptly thanked the farmer for the tender and informed him that he had neither scales nor elevator at this station, and suggested that he sell his grain to the local dealers, who would surely pay him all the market justified for his grain. He recognizes that we can handle that farmer's grain to better advantage than he can. We can buy the grain on grade and classify it according to quality, a thing he could not do, unless he traveled 115 miles to our station the day grain was loaded.

We believe the farmer will be much better off to sell the grain to local dealers. We pay all the market will justify and occasionally more. If buyers and brokers at central points cannot refrain from bidding farmers direct, they should bid so low as to force the stuff thru the local elevators.—C. I. Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

PENNY POSTAGE INFORMATION WANTED.

Grain Dealers Journal: Can the Journal furnish me with any literature in favor of penny postage or direct me to any source of information on this subject?—W. H. Deen, Minneota, Minn.

Ans.: Penny postage is not considered desirable, and is not worthy of serious consideration. Many different fakirs have conducted penny postage campaigns, primarily for the purpose of swelling their own purses, and after they had accumulated a liberal supply of fees and dues from enthusiastic supporters, have gone to California or some other leisure resort, bot a home and settled down to enjoy their ill-gotten gain. The mail service is so poor that what the country needs more than anything else is an improvement of the service, rather than a reduction of the cost.

WAS SAVANNAH, ILL., A TRANSIT POINT ON C., M. & ST. P. IN 1910?

Grain Dealers Journal: In May, 1910, I shipped two cars of ear corn billed via C., M. & St. P. to my order, Chicago, Ill., notify J. H. Dole & Co., Chicago, to be shelled in transit at Savannah, Ill. When I received my returns I was surprised to find that, instead of the usual thru rate of 13.3c on shelled corn from New Hampton to Chicago, I was charged the local rate on ear corn from New Hampton to Savannah, and the local rate on shelled corn from Savannah to Chicago. This combination of local rates made a difference of about \$80.

I filed claim for the overcharge, but payment has been refused because of the Interstate Commerce Act. I am informed, however, thru one of our State Railroad Commissioners that there is no legal reason for the refusal of my claim. Will brother dealers please give me their opinions in the matter?—John Tooley, New Hampton, Ia.

SHIPPER THE LOSER BY ERRONEOUS RATE QUOTATION.

Grain Dealers Journal: Having a car of oats to ship to St. Louis we asked the agent what the freight rate was and he said it was the same as over the Illinois Central, which has a 13-cent rate to St. Louis.

Our returns showed that we were charged one cent per hundred extra. We took the matter up with the State Railroad Commission, which informed us that the Northwestern publishes a 13-cent rate to East St. Louis, and that regardless of what the agent said the company need haul the grain only to East St. Louis for the 13 cents. Must we lose this extra charge of one cent?—Frank Kamberling, mgr. Farmers Elevator Co., Iowa Falls, Ia.

Ans.: Quotations of freight rates by any agent or employe of a railroad company are absolutely valueless. The railroad agent can not guarantee any certain rate, the correct rate being that on file with the Interstate Commerce Commission in the published tariffs, and all quotations of rates are subject to correction later, the shipper being required to make good the difference.

EFFECT OF MOISTURE ON CORN IN TRANSIT.

Grain Dealers Journal: We read an article in the Grain Dealers Journal a while back relative to the effect of moisture on corn while in transit. The article in question was by an Illinois dealer who was having the Government make an official test of all his grain, both when loaded and unloaded, in order to determine just what the actual shrinkage was on same while in transit. When did the article appear?—Trans-Mississippi Grain Co., Omaha, Neb.

Ans.: Tests affording a real comparison were made by the United States Dept. of Agriculture on shipments between Chicago and Baltimore. The corn was shipped both ways and tested at both ends of the line for moisture and loss or gain in weight. The figures were given in the Grain Dealers Journal Mar. 10, 1912, page 350.

ARE TWO STATE FEED TAGS NECESSARY?

Grain Dealers Journal: We manufacture feedstuffs and buy our beans and shorts from a Kansas mill and grind our own corn and kaffir chops. A large part of our trade is from Oklahoma points as we are right on the state line.

The Oklahoma inspector was here and told us that we must tag our feed with Oklahoma tags, altho already tagged with Kansas tags. Can they compel us to do this? We do not ship across the line or deliver anything.—A. V. Jones, mgr., Farmers Grain & Merc. Co., Waldron, Kan.

Ans.:—So long as you do not deliver your goods at Oklahoma points officials of that state have no jurisdiction over you, but if anyone attempts to call and deliver feedstuffs within Oklahoma not properly tagged, the goods may be condemned or confiscated.

HOW LONG TO WAIT FOR CARS?

Grain Dealers Journal: Will a brother shipper please inform us thru "Asked and Answered" column how long we are compelled to wait before we may expect our orders for cars to be filled? We have been troubled with a car shortage here all winter. We have been informed that we are compelled to wait nine days.—B. L. O'Neill, mgr. Stockdale & Dietz, Garrison, Ia.

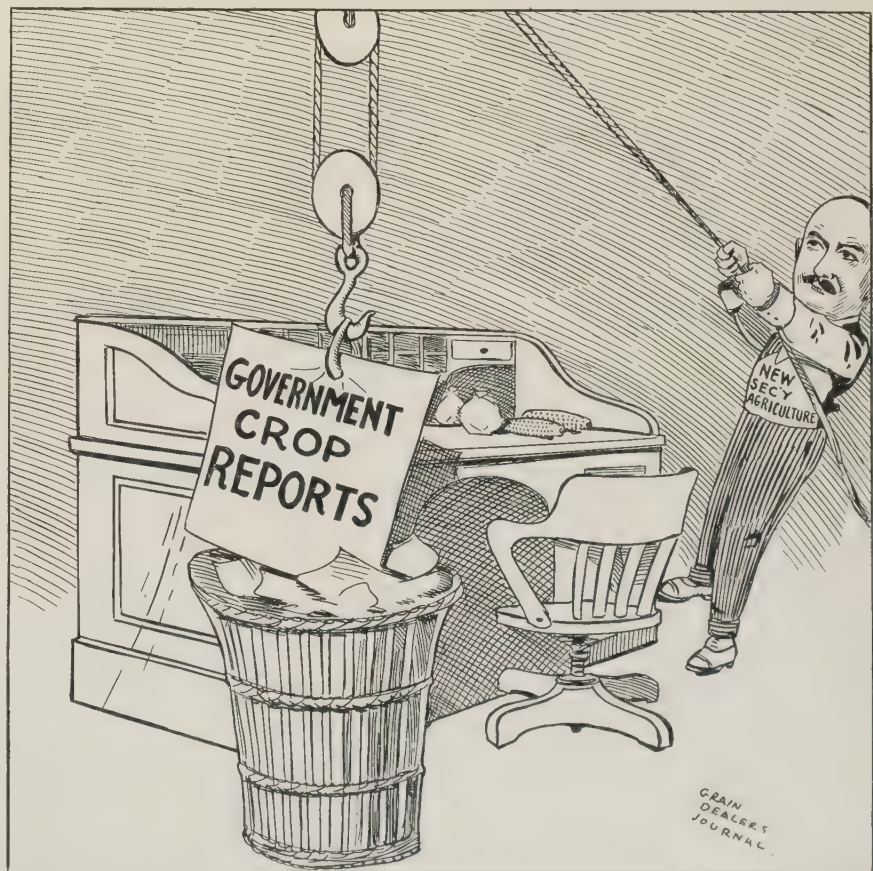
NEW YORK LIGHTERAGE CHARGES.

Grain Dealers Journal: What is the cost of lighterage for loading ships in New York City?—J. S. Hyde, McFall, Mo.

Ans.: In the agreement between the New York Produce Exchange and the New York Central Lines, Erie, Pennsylvania, D., L. & W., Lehigh Valley, N. Y., O. & W., and B. & O. Rys., "Rules of the Railroad Companies for Handling Grain at the Port of New York" provide that on graded grain the terminal railroad shall issue upon arrival a certificate showing the kind, grade and quantity of grain received. Rule 6 provides that upon surrender of these certificates the railroad company shall deliver the grade and quantity of the grain specified therein at any customary place of delivery in the port of New York as directed, subject to extra towing charges when destined beyond established free lighterage limits. In the "Rules and Tariff Charges of the Railroad Elevators in the Port of New York" all grain stored in these railroad elevators will be granted free lighterage on delivery from elevator, provided notice to store be given in writing before such grain is received in elevator.

Ungraded grain is subject to lighterage charges as follows: on lots of 1,000 bus. or less, 2½c per bu.; between 1,000 and 2,000 bus., 2c per bu.; between 2,000 and 5,000 bus., 1½c per bu.; and over 5,000 bus., 1c per bu.

There are other charges in addition to lighterage incidental to the exporting of grain thru New York.



The New Secretary Is Expected to Improve the Government Crop Reports so as to Get Them Out of the Waste.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Pueblo, Colo., Apr. 19.—The present condition of fall wheat is best in several years, according to reports from southern Colorado; spring rather backward, but ground in excellent condition for seeding and a large acreage of all grains will be sown. Pasturage also in excellent condition.—J. T. Sprengle, sec'y Colorado Grain Dealers Ass'n.

ILLINOIS.

Albers, Ill., Apr. 21.—Wheat acreage 100%; condition 100%; 10% plowed up; 40% in farmers' hands.—Wm. Netemeyer, agt. G. Netemeyer.

Alexander, Ill., Apr. 18.—Twice as much wheat sown this year; condition 100%. Little corn in country; no oats. Oats sown late; ground in bad condition.—Fred B. Six.

Manito, Ill., Apr. 11.—Wheat looking exceptionally fine; oats sowing retarded by too much rain; spring work backward; roads bad; 30% of corn and 15% of oats in farmers' hands.—A. R. Harbaugh.

Alexis, Ill., Apr. 18.—Wheat acreage less than last year; conditions above average; none plowed up; 60% of old corn and 25% of oats still unmarketed. Oat seeding in full blast; acreage slightly below last year.—H. S. Lafferty.

Bryce sta., Milford p. o., Ill., Apr. 11.—Oats seeding late on account of wet weather; 35% of oats and 75% of corn in farmers' hands; will sell freely at 50c if farmers get time between now and June 1.—F. W. Wallrich, Bryce Farmers Elvtr. Co.

INDIANA.

San Pierre, Ind., Apr. 22.—Wheat looks good; rather small acreage; farmers thru sowing oats.—R. T. Kingman.

Darlington, Ind., Apr. 18.—About 1/2 of the corn and 1/4 of the oats still in farmers' hands; not many oats sown.—Malsbary & Co.

Ainsworth, Ind., Apr. 19.—Fall sown wheat good; last year was a perfect failure; acreage not large; about 60% of wheat is generally sown; old wheat all gone.—Wm. Raschka.

Plainville, Ind., Apr. 12.—The floods have caused a 50% loss of wheat in the river bottoms; high land wheat is looking sickly from so much rain; has a red cast near the ground. We had good prospects till the flood struck us and now we have lost hope.—U. G. Barnes, agt. Plainville Mfg. Co.

IOWA.

Le Mars, Ia., Apr. 15.—Oats being held here for higher prices.—S.

Grundy Center, Ia., Apr. 22.—About 30% of the corn and 35% of the oats left in farmers hands.—S.

Moville, Ia., Apr. 17.—About 1/2 of the corn and 1/2 of the oats left in farmers hands.—W. S. Sanborn.

Traer, Ia., Apr. 22.—About 35% of the corn and 40% of the oats left in farmers hands.—Marr & Young.

Lake City, Ia., Apr. 18.—Farmers everywhere are busy sowing oats; country looks as busy as a beehive.—S.

Wellsburg, Ia., Apr. 22.—About 65% of the corn and 35% of the oats left in farmers hands.—A. Peters.

Sac City, Ia., Apr. 17.—About 25% of the corn and oats left in farmers hands.—R. S. Lane, mgr. J. B. Adams.

Popejoy, Ia., Apr. 21.—About 40% of the corn and 30% of the oats left in farmers hands.—Dodd & Schlosser.

Ashton, Ia., Apr. 11.—About 30% of the corn and oats and 10% of the barley left in farmers hands.—A. Streit.

Yetter, Ia., Apr. 18.—About 30% of corn and 35% of oats left in farmers' hands.—A. A. Goff, mgr. Farmers Elvtr. Co.

Alton, Ia., Apr. 15.—About 45% of the corn and oats and 25% of the barley left in farmers hands.—F. M. Slagle & Co.

Sioux City, Ia.—Winter wheat in this vicinity in a No. 1 condition; practically no acreage lost; look for large yield. More corn than usual will be planted in the Dakotas.—J. H. McKeane, Iowa-Dakota Grain Co.—B.

Dinsdale, Ia., Apr. 22.—About 25% of the corn and oats left in farmers hands.—J. B. Maricle, mgr. Farmers Elvtr. Co.

Le Mars, Ia., Apr. 15.—About 50% of the corn and oats left in farmers hands.—T. B. Gallagher, mgr. Farmers Elvtr. Co.

Merrill, Ia., Apr. 14.—About 40% of the corn and 20% of the oats left in farmers hands.—Joseph Leopold, mgr. Frank Hoese.

Lohrville, Ia., Apr. 18.—About 35% of the corn and 25% of the oats left in farmers hands.—M. O'Brien, mgr. Farmers Elvtr. Co.

Alden, Ia., Apr. 10.—No grain moving; roads bad; has rained four days and is still at it.—A. A. Burke, mgr. Farmers Elvtr. Co.

Garrison, Ia., Apr. 22.—About 50% of the corn and 40% of the oats left in farmers hands.—B. L. O'Neill, mgr. Stockdale & Dietz.

Lake City, Ia., Apr. 18.—About 50% of the corn and 30% of the oats left in farmers hands.—A. F. Going, mgr. Lake City Grain Co.

Harcourt, Ia., Apr. 19.—About 50% of the corn and 40% of the oats left in farmers hands.—J. R. Anderson, mgr. Farmers Elvtr. Co.

Bronson, Ia., Apr. 17.—About 25% of the corn and 50% of the oats left in farmers hands.—J. T. Bardsley, mgr. Nye, Schneider, Fowler Co.

Maynard, Ia., Apr. 11.—Nearly all corn and oats fed here; may handle 5 or 6 cars more of each before the season is over.—Fred C. Warnke.

Rockwell City, Ia., Apr. 18.—About 20% of the corn and 15% of the oats left in farmers hands.—Oliver Michels, mgr. Farmers Elvtr. Co.

Kamrar, Ia., Apr. 19.—About 50% of the corn and 30% of the oats left in farmers hands.—E. D. Waterman, mgr. Farmers Elvtr. & Supply Co.

Webster City, Ia., Apr. 19.—About 45% of the corn and 30% of the oats left in farmers hands.—John Kelley, mgr. Trans-Mississippi Grain Co.

Stanhope, Ia., Apr. 19.—About 50% of the corn and 30% of the oats left in farmers hands.—D. L. Ray, mgr. Farmers Elvtr. & Livestock Co.

Reinbeck, Ia., Apr. 22.—About 30% of the corn and oats left in farmers hands.—L. R. Parrish, mgr. Reinbeck Lumber Co., Branch Central Lumber Co.

Craig, Ia., Apr. 14.—Oats seeding will commence soon as ground dries; heavy snow has prevented work in fields.—G. H. Null, mgr. Farmers Elvtr. Co.

Brunsville, Ia., Apr. 14.—Most of corn fed here; some oats seeded before snow; wheat acreage short account late seeding; oats acreage larger than usual.—S.

Jefferson, Ia., Apr. 11.—About 40% of the corn and oats left in farmers hands. Practically no wheat or barley raised here.—F. W. Milligan, with D. Milligan Co.

Dayton, Ia., Apr. 19.—About 30% of the corn and oats left in farmers hands; nothing moving. Every farmer sowing oats.—N. J. Minnis, mgr. Farmers Elvtr. Co.

Early, Ia., Apr. 17.—About 35% of the corn, 25% of the oats and 25,000 bus. of barley left in farmers hands.—J. D. McQuirk, mgr. Trans. Mississippi Grain Co.

Sheldon, Ia., Apr. 9.—About 40% of the oats and corn, 10% of the wheat and 10% of the barley left in farmers hands; nothing moving now.—S. J. Button Elvtr. Co.

Anita, Ia., Apr. 18.—Winter wheat acreage increased 20%; oats same as last year; 40% of oats and 10% of wheat in farmers hands.—M. Millhollin, agt. Krug Grain Co.

Lavinia, Ia., Apr. 18.—About 30% of the corn and 35% of the oats left in farmers hands. Farmers sowing oats; nothing moving.—C. F. Abbott, mgr. Neola Elvtr. Co.

Hosper, Ia., Apr. 15.—About 1/2 of the corn and oats and 10% of the barley left in farmers hands. Oats sowing commenced.—Robt. Gardner, mgr. St. John Grain Co.

Jewell, Ia., Apr. 19.—About 70% of the corn and 40% of the oats left in farmers hands. Expect large business this summer.—C. B. Martin, mgr. Jewell Farmers Elvtr. Co.

Abbott, Ia., Apr. 21.—About 25% of the corn and oats left in farmers hands; nothing moving. Farmers sowing oats.—Herbert Strahorn, mgr. Farmers Co-operative Elvtr. Co.

Arion, Ia., Apr. 18.—About 25% of wheat is winter wheat, condition 95%; acreage spring wheat 25% less than last year on account of late spring; just beginning to sow; less than 10% of wheat in farmers hands.—G. L. Emininger.

Cushing, Ia., Apr. 17.—About 25% of the corn and oats left in farmers hands.—B. H. Lyman, mgr. Trans Mississippi Grain Co.

Pierson, Ia., Apr. 17.—About 30% of the corn and oats left in farmers hands.—H. C. Reynolds, mgr. Trans-Mississippi Grain Co.

Avoca, Ia., Apr. 18.—Wheat acreage same as last year; condition good; above the average. Few oats sown; 10% of wheat and 50% of corn in farmers hands.—B. C. Marquardt & Co.

West Bend, Ia., Apr. 11.—About 30% of the corn and 35% of the oats left in farmers hands; nothing moving now; expect nothing till after corn planting. Farmers holding for 50c for corn.—W. C. Reed.

Holstein, Ia., Apr. 17.—About 33% of the corn and 18% of the oats left in farmers hands. This is a great barley station; shipped 150,000 bus. of barley last year.—Anton Grones, mgr. Farmers Elvtr. Co.

McNally, Hawarden p. o., Ia., Apr. 14.—About 25% of the corn and 10% of the oats left in farmers hands. Late seeding will make acreage of wheat small.—W. A. Evans, mgr. Farmers Co-Operative Co.

Kingsley, Ia., Apr. 17.—About 40% of the corn and oats and practically no barley left in farmers hands. Only small acreage of barley, but usual acreage of oats will be sown.—Martin Larsen, mgr. Trans-Mississippi Grain Co.

Sergeant Bluff, Ia., Apr. 17.—About 50% of the corn left in farmers hands. Winter wheat looking fine; some velvet chaff wheat being sown; practically no oats raised here.—E. E. Bryan, mgr. Sergeant Bluff Farmers Elvtr. Co.

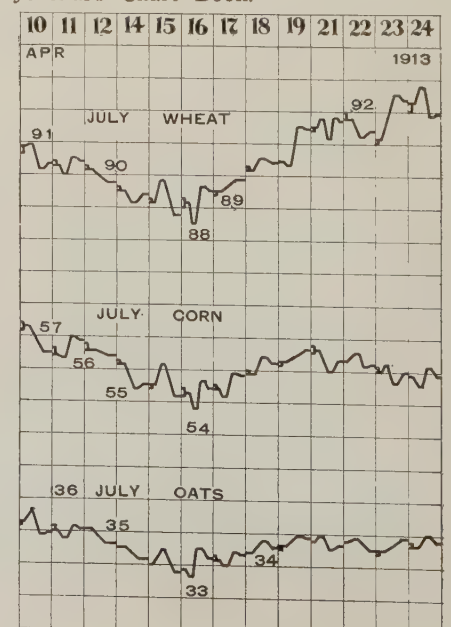
Marathon, Ia., Apr. 21.—About 20% of 1912 crop in farmers hands; have shipped twice as much grain during the past year as we have ever shipped in the 7 years we have been in the business. Farmers will finish seeding this week; ground in fine condition.—E. P. Williams, mgr. Farmers Grain Co.

Aredale, Ia., Apr. 19.—No wheat here; average acreage of oats seeded; little corn or oats left in farmers hands. Corn was too poor to keep and good roads and a fair supply of cars enabled farmers to haul grain when they could do nothing else; 10% of corn and oats in farmers hands.—H. R. Stocke, Farmers Inc. Co-operative Society.

Oskaloosa, Ia., Apr. 18.—Fully 60% of last year's corn has disappeared out of southeastern Iowa and a large crop of spring pigs coming on will consume a great deal of the corn now in the cribs. Wheat acreage considerably less than last year; oats seeding completed; acreage equal to last year. Farmers busy plowing for corn.—Patton & Hasenwinkle.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



Schaller, Ia., Apr. 17.—About 40% of the corn and 30% of the oats left in farmers hands.—M. Strom, mgr. J. B. Adams.

Lytton, Ia., Apr. 17.—About 40% of the corn and 35% of the oats left in farmers hands.—Edward J. Funk, mgr. Farmers Elvtr. Co.

Mechanicsville, Ia., Apr. 24.—About 35% of the corn and oats left in farmers hands.—S.

Stamwood, Ia., April 24.—About 35% of the corn and 25% of the oats left in farmers hands.—J. O. Maley, mgr. King Wilder Grain Co.

Clarence, Ia., Apr. 24.—About 35% of the corn and oats left in farmers hands.—Fred McNeil, mgr. King Wilder Grain Co.

Grand Mound, Ia., Apr. 24.—About 20% of the oats and 25% of the corn left in farmers hands.—C. B. Howell, mgr. Quaker Oats Co.

Calamus, Ia., Apr. 24.—About 40% of the corn and 25% of the oats left in farmers hands.—F. Mueller & Son.

KANSAS.

Durham, Kan., Apr. 15.—Wheat in excellent condition; plenty of rain recently; corn planting just begun.—H. C. Rice, mgr. C. E. Robinson Grain Co.

Cairo, Kan., Apr. 22.—Wheat looks good; needs rain. Few oats being seeded; just enuf for feed; no wheat plowed up; 10% held by farmers.—Millers Grain Co.

Blue Rapids, Kan., Apr. 19.—Wheat acreage about same as last year; condition couldn't be better; practically no wheat in farmers hands.—Blue Rapids Mlg. & Elvtr. Co.

Wamego, Kan., Apr. 18.—Between this station and Delphos wheat looks O. K.; if any Hessian fly no damage has been done yet; plenty of moisture; prospects for crops good.—Lord Mlg. Co.

Beulah, Kan., Apr. 22.—Wheat acreage larger than last year; prospects exceptionally good; none plowed up. Grain has all moved except a little wheat.—J. M. Hydman, mgr. C. Hitz & Son.

Moray, Kan., Apr. 11.—Wheat never looked better; looks 100% better than at this time last year; none will be plowed up. Oats sowing late; not much sown yet; 5% of old wheat in farmers hands.—J. M. Powell.

Bushton, Kan., Apr. 19.—Wheat acreage 100%; condition promising, but rain badly needed; little if any plowed up; 5% of wheat, 15% of corn, and 5% of oats in farmers hands.—Geo. B. Miller, Bushton Grain & Supply Co.

Bigelow, Kan., Apr. 18.—Wheat acreage 75% of normal; best prospects in years. No oats ever shipped from here; small amount of grain in farmers hands. Corn was nearly all consumed at home this year; as a rule from 80 to 100 cars are shipped out.—J. G. Christy.

Blaine, Kan., Apr. 19.—Wheat acreage same as last year; condition fine; none plowed up. Oats acreage about the same; condition fine. Plenty of moisture; corn planting just beginning; ground in fine shape. No grain on hand. Prospects for general crop fine.—Shea Bros.

St. Francis, Kan., Apr. 22.—Farmers almost thru sowing spring grain; are getting ground ready for corn planting; 1912 crop about all marketed. Growing grain in better shape and farther along than it has been for years; had an inch of rain last night which is quite a help; nothing

suffering from lack of moisture now.—H. B. Bear.

Topeka, Kan., Apr. 24.—Not over 5% of winter wheat acreage will be a failure; average condition 89.58%; highest condition since Apr., 1908; condition Apr., 1912, 81.2%; acreage increased over last year, 1,190,000 acres; estimated number of acres growing, 7,255,080; little damage to wheat in eastern part of state but considerable damage is reported in the western part from dry weather, high winds and grasshoppers. To the question, "Are soil conditions favorable for vigorous growth of wheat?" answers are that circumstances were excellent almost everywhere, except in southwestern quarter of state, where the soil was uniformly reported "too dry." Oats still being sown; indications for increased acreage in corn and kafir.—F. D. Coburn, sec'y Kansas Dept. of Agriculture.

KENTUCKY.

Gar, Ky., Apr. 21.—Winter wheat acreage 100%; condition, 90%; none plowed up. Oats acreage 100%; 20% of grain in farmers hands.—P. B. & S. V. Cooper.

Eminence, Ky., Apr. 18.—Wheat acreage 75% of normal; average quality, 125%; fine prospect; none plowed up. No grain left in farmers hands; growing wheat looks the finest in years. Oats acreage normal; looking good.—Eminence Milling Co.

MINNESOTA.

Frost, Minn., Apr. 14.—Seeding in full blast; wheat acreage cut on account of late spring.—Harry Millbye, mgr. Farmers Elvtr. Co.

Davidson, Minn., Apr. 15.—Work in fields will be general in a few days; some seeding done; many farmers harrowing. Ground in fine shape for seed; plenty of moisture; heavy acreage will be seeded.—A. C. Hannaford, agt. Federal Elvtr. Co.

MISSOURI.

Pilot Grove, Apr. 18.—Growing wheat looks fine.—Boyd S. Lusk.

Boonville, Mo., Apr. 24.—Winter wheat acreage 91%; condition 95%.—Boonville Elvtr. Co.

Brashear, Mo., Apr. 12.—No wheat in this vicinity. Acreage of oats above normal; 40% of oats and corn in farmers hands.—J. G. Barnhill.

Braymer, Mo., Apr. 18.—Condition of wheat 100%; none will be plowed up. Average acreage of oats sown; all grain shipped out.—M. D. Tait.

Boynnton, Mo., Apr. 19.—Not much wheat raised here; looks well; so does rye. Oats coming up in good shape. No grain in farmers hands.—Wm. Stutler.

Billings, Mo., Apr. 12.—Wheat looking fine; same acreage as last year; none plowed up. Some oats up; no grain in farmers' hands; shipping in corn and hay. Wheat condition 92 per cent.—Julius Her-

Buell, Mo., Apr. 18.—Wheat acreage, 75%; condition, 100%; none plowed up. Usual oat crop sown; 50% of oats still in farmers hands; weather conditions very favorable.—D. B. Sailor.

Belton, Mo., Apr. 5.—Acreage of winter wheat about same as last year; condition better than last year. Small acreage of oats sown; no oats and not over 10% of wheat in farmers hands.—B. F. Hargis Grain Co.

Barnett, Mo., Apr. 5.—Wheat acreage largest ever known; prospects never better; no acreage reported abandoned. Average acre of oats will be sown; spring so wet that all farmers are late sowing oats. Crops have an optimistic appear-

ance so far in this section.—Barnett Elvtr. Co.

NEBRASKA.

Bellwood, Neb., Apr. 21.—Crop prospects best in years.—John P. Delaney, mgr. Farmers Grain Co.

Heartwell, Neb., Apr. 19.—Prospects for bumper crop never better.—F. W. Hoobler, agt. Frank Reed.

Germantown, Neb., Apr. 23.—Not much doing in the grain business; wheat crop short; corn all sold to feeders.—Wm. Ketels.

Gresham, Neb., Apr. 23.—Wheat looking better than for 10 years; plenty of moisture. Trade dull; no corn moving.—Udike Grain Co.

Minden, Neb., Apr. 22.—Wheat looking fine; 90% of a crop. Spring seeding done; ground in fine shape; look for bumper crops.—C. H. Tarkington.

Berlin, Neb., Apr. 18.—Acreage winter wheat increased 25%; condition 95%; 1% plowed up; 15% in farmers hands.—J. L. Clark, agt. Duff Grain Co.

Waco, Neb., Apr. 21.—Wheat prospects good; oats all sown; coming up good; no trouble about seed corn this year; will need rain soon.—J. A. Gilbert.

Annandale Sta., Glenville P. O., Neb., Apr. 20.—Wheat looking as fine as any one could wish; large acreage; oats coming up.—J. W. Henthorn, mgr. Farmers Grain Co.

Alexandria, Neb., Apr. 21.—Growing wheat in perfect condition; soil rather dry; fear dry windy weather; oats all planted.—I. Sellig, mgr. Farmers Protective Elvtr. Co.

Belgrade, Neb., Apr. 19.—About same amount of wheat as last year; all in good shape; 10% of wheat still in farmers hands; no corn or oats.—Farmers Grain & Live Stock Ass'n, O. C. Beaman.

Beaver City, Neb., Apr. 19.—Wheat acreage 90%; came thru winter in fine shape; looking good; none to be plowed up. Average oats crop sown; little corn or wheat in farmers hands.—C. E. Coffey.

Axtell, Neb., Apr. 18.—About 75% of growing crop in winter wheat; 1% abandoned and will be sown to oats; 2% of oats sown; 10% of wheat in farmers hands.—A. T. Carleson, mgr. Axtell Grain & Elvtr. Co.

Belvidere, Neb., Apr. 19.—Acreage of winter wheat normal; condition never better. Oats acreage small; not over 10% of farm land; 10% of wheat and 20% of corn in farmers hands.—J. West, agt. J. Delaney.

OHIO.

Marion, O., Apr. 18.—Grain movement slow; farmers busy sowing oats.—Ruffing & Missler.

OKLAHOMA.

Bushyhead, Okla., Apr. 18.—Wheat in fine shape; 30% better than last year; acreage increased 20%; 40% more oats seeded; 50% better prospects.—Wm. Major.

Bison, Okla., Apr. 9.—Wheat acreage 20% larger than last year; will average 92%; lots of moisture in ground; plenty of grain lately.—G. A. Imel, agt. The Oklahoma Mill Co.

Lahoma, Okla., Apr. 16.—Prospects for growing wheat the best I have ever seen in Oklahoma; corn and oats coming up in fine shape.—C. E. Ramsey, mgr. Lahoma Grain & L. S. Co.

Belva, Okla., Apr. 8.—Winter wheat in good condition; none plowed up. Small acreage of oats. Not more than 5 per cent of wheat or oats in farmers' hands.—Alva Cotton Co., B. Drake.

Ponca City, Okla., Apr. 25.—Winter wheat acreage 125%; condition 150%; none abandoned. Oats 200% acreage; 90% condition; 5% of wheat and 15% of corn in farmers hands.—J. S. Hutchins.

Oklahoma City, Okla., Mar. 31.—Our conditions are ideal; wheat in fine condition; looks as tho Oklahoma is going to raise bumper crop this season.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Caddo, Okla., Apr. 18.—Winter wheat acreage 15% greater than last year; condition about the same; none plowed up; no wheat in farmers hands, but 50,000 bus. of oats to be marketed; oats acreage increased 25%.—Katy Mill & Elvtr. Co.

PENNSYLVANIA.

Crop conditions from all sections of this state and New Jersey indicate great harvest year. Farmers are paying more attention to grain, and using soil to a much better advantage. Demonstrations in soil cultivation have been given by some of the large agricultural colleges and the farmers in general have profited by their work.—C.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.	Apr. 23.	Apr. 24.
Chicago	91½	91½	91	90½	89½	90½	91	91½	92½	92½	91½	92½	92½	92½	92½
Minneapolis	86½	86½	86½	85½	85½	85½	86½	87½	87½	88½	87½	88½	88½	88½	88½
Duluth	88½	88	87½	87	86½	87½	87½	88½	89	89½	89½	90½	90½	90½	90½
St. Louis	90½	90½	90½	90½	89½	90	90½	91½	92	92½	91½	92½	92½	92½	92½
†Kansas City	84½	84½	83½	83½	82½	83½	83½	84½	85½	86	85½	86½	86½	86½	86½
†Milwaukee	89½	89½	88½	88½	87½	88½	88½	89½	90½	90½	89½	90½	90½	90½	90½
Toledo	112½	111½	111	108½	107½	108	108½	109½	109½	110½	109½	109½	109½	108½	108½
New York	99½	99½	98½	98½	97½	98	98½	98½	98½	100	100½	101½	101½	101½	101½
*Baltimore	109	108½	108½	108½	107½	108½	109	109½	110	110½	109½	110½	110½	110	110
Winnipeg	91	91½	90½	90½	90	90½	90½	91½	92½	92½	91½	92½	93½	93½	93½
†Liverpool	106½	106½	105½	105½	105½	105½	105½	106½	106½	107½	108	108½	108½	108½	108½
*Budapest	128½	128½	128½	130½	129½	129½	129	128½	128½	129	129½	130½	130½	130½

MAY CORN.

	Apr. 10.	Apr. 11.	Apr. 12.	Apr. 13.	Apr. 14.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 19.	Apr. 20.	Apr. 21.	Apr. 22.	Apr. 23.	Apr. 24.
Chicago	55½	56½	55½	55½	55	55	55½	55½	56½	56	55½	55½	55½	55½	55½
†Kansas City	55½	55½	55½	54½	54	54½	54½	55½	55½	55½	55½	55½	55½	55½	55½
St. Louis	55	56	55½	55½	54½	54½	55½	55½	55½	55½	55½	55½	55½	55½	55½
†Baltimore	56½	57	56½	57	57	57½	58½	58½	58½	58½	59	58½	58½	58½	58½
†Liverpool	69½	69½	69	69½	69½	68½	68½	68½	68½	68½	69½	69½	69½	69½	69½

*No. 2 Red. †July delivery. *October. †April.

SOUTH DAKOTA.

Freeman, S. D., Apr. 11.—About 50% of corn and oats are left in farmers hands.—P. C. Graber, mgr. Farmers Co-Operative Co.

Freeman, S. D., Apr. 11.—Wheat looking fine. We are always troubled with wild oats; makes poor quality wheat.—M. K. Hofer.

TENNESSEE.

Columbia, Tenn., Apr. 18.—Wheat acreage 110%; condition 105%; none plowed up. Good acreage of oats; practically no grain in farmers hands.—Columbia Mill & Elevator Co.

Charleston, Tenn., Apr. 19.—Wheat acreage 110%; condition 105%; none plowed up. Oats sown 100%; wheat and oats doing fine; 20% of corn, no wheat or oats in farmers hands.—Palmer Bros.

TEXAS.

Celeste, Tex., Apr. 15.—About 5% increased acreage in wheat and oats; both look fine; none plowed up; 10% of oats unsold, no wheat left.—N. B. Harrell.

Denton, Tex., Apr. 19.—Wheat acreage about the same as last year; prospects good, but at present is beginning to suffer for rain; should the drought continue two weeks longer the yield will be much less than last year. Oat acreage about the same as last year; no old wheat in farmers' hands.—Alliance Milling Co.

WISCONSIN.

Almond, Wis., Apr. 17.—Rye only grain handled here; crop light and poor; have shipped 25,000 bus.—Melcher Lbr. Co.

Grafton, Wis., Apr. 10.—Seeding has not commenced; lots of grain in farmers hands; $\frac{1}{2}$ of the barley.—Alfred Mintzloff.

Viroqua, Wis., Apr. 11.—Receipts light; plenty of grain in farmers hands; held for higher prices.—Olaf Walley, agt. Fred Eckhart.

Elwood, Wis., Apr. 11.—Shipment of grain rather light; farmers holding for higher prices.—Wm. Herpst, mgr. Elwood Lbr. & Grain Co.

Sugar Bush, Wis., Apr. 11.—Haven't shipped a full car of grain this season on account of poor quality and low market value.—Walter C. Baker, agt., H. E. McEachron Co.

Neillsville, Wis., Apr. 11.—Most of grain raised is consumed at home; shipments light since this became a dairy country; lots of corn and dairy feed shipped in.—The Luethe Co.

Grantsburg, Wis., Apr. 12.—Movement of grain light; farmers holding at least 75 per cent of last crop; business not up to normal; largely due to low prices.—Hickerson Roller Mill Co.

Lone Rock, Wis., Apr. 10.—Nothing doing in the grain business. Shipping in instead of out, with the exception of some rye that farmers ship direct, as a rule, to Janesville Mills.—J. M. Brophy.

ILLINOIS official reports on the grain crops issued by the State Agricultural Bureau are grossly inaccurate. In 1909 the state report placed the acreage of corn at 7,288,563. The census gave the acreage as 10,045,839, a difference of 2,757,276 acres. In estimating the bushels of corn in 1909, the Bureau was 124,277,783 bus. below the figures of the census, a discrepancy of 50%. The Bureau's estimate of the wheat acreage was also 50% too low. Fulton County was credited by the State Bureau in 1909 with 5,188 acres of wheat. By the census the acres were 53,082.

THE PROPOSED tariff on wheat and flour was the subject of a protest at the annual meeting of the Millers National Federation Apr. 11, at Chicago. The following resolution was passed: "Resolved, that the millers of the United States ask for no tariff protection whatever, but they do claim their right to fair play. They therefore urge that if a tariff be placed on wheat, an equalizing tariff be placed on the products of wheat, and that, if the products of wheat be admitted duty free, wheat be admitted free." A committee was appointed to lay the protest before Congress.

GRAIN INVESTIGATION BY Minnesota House Concluded.

The complete report of the committee of the Minnesota House given out Apr. 17 is a gratifying surprise to business men who were losing faith in American institutions. Instead of the muckraking that had been expected from an inquiry instigated by a rival trade organization and guided by James Manahan, this report shows that the committee was animated by true public spirit.

Most grain men will agree with the committee in the desirability of its recommendations; however impracticable it may be to carry out some of those recommendations. The publication of this report should have the effect of setting at rest any agitation in the Northwest for the abolition of future trading. It follows in full:

REPORT OF INVESTIGATING COMMITTEE.

Your committee thoroughly investigated the manner in which grain received at the terminal markets of Minneapolis and Duluth is sampled, inspected and marketed, taking the testimony of samplers, inspectors and officers of the railway and warehouse commission and of the state board of appeals, officers of the Chamber of Commerce of Minneapolis and Duluth Board of Trade, managers of terminal elevator companies and commission merchants, pit traders and independent dealers, as well as a large number of country elevator men, managers of farmers co-operative concerns, representatives of the American Society of Equity and farmers.

We find that the grain markets of Minneapolis and Duluth handle the bulk of the grain produced in the northwest. The business of buying and selling grain at each of these terminals is well organized and the commission men generally have adopted a method of promptly and accurately reporting all trades made by them. There seems to be no opportunity or inclination for individual traders on these markets to engage in any practice detrimental or unfair to either the shipper or receiver of grain, but in certain respects conditions have prevailed which your committee considers unsatisfactory and tending to burden the producers and to some extent the general public, and regarding these conditions we find and recommend as follows:

RECOMMENDATIONS.

The Chamber of Commerce of Minneapolis and the Board of Trade of Duluth are voluntary associations organized under the general laws and consisting of a limited number of members elected by the board of directors of these associations under rules which at the same time confer upon such board of directors substantially absolute control over the admission of new members.

Your committee therefore recommends that the state should assert and have sufficient control over the internal management of these associations to ensure at all times freedom of the market from any possibility of control by any combination (should such combination be attempted) and recommends that the by-laws and rules of such associations should be so made and enforced that the general officers and directors and membership committees should be elected by the full membership by secret ballot and that all nominations for such offices should be made by a suitable primary system.

Your committee also recommends that suitable rules and by-laws be adopted to enable an applicant for admission to membership to such associations to appeal from an adverse decision by the board of directors to the vote of the membership at large, and your committee further recommends that such legislation be enacted as will enable such applicant to appeal to a court of competent jurisdiction in any case where he is arbitrarily denied admission to such associations.

OBJECTIONABLE RULES.

The following rules of these associations your committee believes are arbitrary and objectionable:

Upon violation of any rule, regulation or custom of the association any member may be punished by a fine, suspension or expulsion by vote of the board of directors only.

Another rule provides that members cannot bid against each other for carload lots on track at country points. This rule makes such bids absolutely non-competitive, which your committee believes is against the best interests of producers and shippers.

Your committee believes and recommends that all secrecy as to the doings and rules of the Chamber of Commerce of Minneapolis and the Duluth Board of Trade should be eliminated so far as that may be done without unduly disclosing what may be termed private business relations of the members of these associations. Publicity is the greatest possible corrective of all public evils and your committee believes that publicity in this would result in a wholesome improvement in matters referred to as well as a strengthening of public confidence in the doings and practices of said Minneapolis Chamber of Commerce and Duluth Board of Trade.

THE PRICE BULLETIN.

Your committee also finds that for a number of years a private price list bureau has been operated with offices in the Chamber of Commerce, Minneapolis, and with access to the floor and in close relation with the quotation committee of said chamber. The business of this private price list bureau is to furnish subscribers at country points a daily card showing what purports to be the price on grain at the local station where such card is sent, and as a guide to buyers at such station, which price card is based upon the closing prices of that date at the terminal markets, with freight charges and what is supposed to be a reasonable margin of profit deducted. Under this practice this card is sent to subscribers at the various stations upon the theory that the prices quoted may be changed at any station whenever any subscriber at that station desires to pay more for the grain than is quoted by the card itself. The prices quoted on this card are generally followed at country points by the buyer and on account of the recognition of the right of the buyer at any station to raise the price as given on these cards sent to that station it has often been used to crush out competition.

We believe that this grain bulletin should be substituted by a public agency and that the railroad and warehouse commission should be authorized and directed to adopt suitable rules and take the necessary steps to send daily price cards to all subscribers willing to pay therefor, showing on a uniform basis the prices that are being paid at the terminals and that may be paid at the country stations after allowing for freight and a uniform and reasonable margin of profit.

SWITCHING CHARGE UNFAIR TO COUNTRY SHIPPERS.

For years the members of the Chamber of Commerce of Minneapolis have imposed an arbitrary charge of \$1.50 switching charge upon every car of grain handled at Minneapolis. This charge has been imposed under authority of the association and was made to appear to be justified on the ground that it was an "average" of the charges actually imposed by the railroads for switching services. As a matter of fact, the statistics of the railroad and warehouse commission show the charge to be in excess of the average imposed by the railroads.

Moreover, according to the testimony adduced before this committee, Minneapolis is the only grain terminal in the United States where a switching charge is charged against the shipper; and, as was admitted by the addresses before your committee, this arbitrary charge of \$1.50 a car has been assessed annually upon thousands of cars which actually paid no switching charge whatsoever. Consequently, this excessive and unjust switching charge has been an unfair burden inflicted upon the grain growers of the state, and your committee therefore recommends:

Legislation that will abolish these unfair switching charges against grain marketed at Minneapolis and that the railroad and warehouse commission make and enforce such regulations as will secure to shippers and consignors of grain at terminal market at Minneapolis a free switching service to any industry located in said city.

SELLING TO SUBSIDIARIES.

Under the law of Minnesota corporations are permitted to transact business with subsidiary corporations when the dealings are fair, and as a result the buying and selling of grain by commission merchants at terminal markets to their own subsidiary companies has been practiced to a considerable extent, generally with the knowledge and consent of the customer in some instances where no such consent has been obtained. We think this is an unwise practice and one which if continued would afford opportunity for abuse, and we therefore recommend legislation to prevent

the sale of any sort of product or grain by any broker or commission merchant to any company, with or without the consent of its consignor, in which such broker or commission merchant has any interest, either direct or indirect.

That this custom of selling grain to subsidiary companies is recognized by the Chamber of Commerce to be an unwelcome custom, likely to be abused, is shown by the fact that the board of directors of said Chamber of Commerce during this investigation has made and adopted a rule forbidding any member to sell or buy consigned grain to or of a subsidiary company, whether the consent of the consignor has been obtained or not.

FORBIDDING PURCHASE OF GRAIN BY INCOMPETENTS.

A large part of the business at the terminal market is closely connected with what is known as future trading. The operations in the "pit," so-called, and prices listed from similar future markets at other terminal points, like Chicago, to a very large extent fix the prices paid for a car of wheat on its arrival at Minneapolis, as the same is offered for sale by and inspected on the floor of the trading room in the Chamber of Commerce of Minneapolis and the Duluth Board of Trade.

Future Market Useful.—It is claimed that this so-called future market serves a useful purpose by permitting what is known as "hedging" and what may be termed investment by those who wish to speculate and are competent to assume and carry the commercial risk of a change in prices between the gathering and distribution of the crops. It also appears evident from the testimony adduced before your committee that there are some small investors and poorly informed speculators who are not financially able to incur such risk and who do not know enough about the business to justify their dealing in futures, and they should be protected against this inclination toward gambling so far as such protection is possible, we therefore recommend:

Rules Suggested.—Such rules and legislation as will confine dealing in futures to the "hedging" of grain and grain products actually bought and sold to investors who are ready, willing and able to carry the burden of the purchase or sale as a straight investment on a reasonable margin.

That brokers' offices for future dealings in grain should be confined to cities of the first class and to the principal place of business of such brokers, who should be prohibited from operating branch offices in the same city where the principal office is located.

That the initial margin required of investors in futures be not less than 10 cents per bu. on lots of less than 5,000 bus.

Apparently recognizing the evils of this indiscriminate speculating in futures, the Chamber of Commerce directors during the closing days of March, 1913, passed a resolution instructing the officials of the Chamber of Commerce to enter into correspondence with the officials of other grain exchanges throughout the country and arrange if possible so as to require the purchasers of futures to comply with the conditions recommended above.

INDEPENDENCE OF APPEAL BOARD.

It is the opinion of your committee that the state board of appeals is under the present law too intimately connected with the railroad and warehouse commission and too restricted in its operations to enable it to fully and satisfactorily perform the duties imposed on it by law. Your committee would therefore recommend that legislation be enacted that would make the state board of appeals an independent body in fact as well as in name and confer upon it such authority as will enable it to provide for the necessary help and facilities for carrying on its work in the most thorough and efficient manner possible.

INSPECTION.

The railroad and warehouse commission has perfected a system of sampling and inspecting grain well designed to protect producer and consumer and secure uniformity and stability of grades. Under the rules and practices that have prevailed in the grading and inspecting department of the board of appeals and the railroad and warehouse commission the reliability of the grades shipped in Minnesota are recognized by markets of the world generally. Producers everywhere know that the grain they buy on Minnesota inspection will not fall below the grade designated.

Severe Grading of Country Grain.—But your committee believes that the desire of the boards and departments to maintain this reputation for its grading has unconsciously led them to an unnecessary sever-

ity in grading grain on its arrival at the terminal markets from country points, and that the terminal elevators and mills at the terminal markets have by taking advantage of the right to mix and blend wheat secured large quantities of newer, inferior and no grade wheat at prices that were lower than the producers should receive; and it is the belief of your committee that an absolute separation of the board of appeals from the regular grain inspection department will result in a more efficient check on the first inspection and thus secure more exact justice to the producer without in any degree lowering what is known the world over as "Minnesota grades."

In connection herewith, it should be borne in mind that what is known as "Minnesota grades" is established on the grading of the wheat out of the terminal elevators and not on the wheat arriving at these terminals from the country elevators. Consequently the price received by the producer is not based on the severe grading of wheat on its arrival from the country, but is based on the more lenient grading out of the terminals, and to the extent that these two grades differ, to that extent the producers are deprived of what is justly due them.

SHUD USE MOISTURE TEST.

The testimony adduced before your committee proved that what is known as no grade wheat is lowered from the higher grades principally, because it is presumed to contain a percentage of moisture exceeding the limit for safe storage, but testimony adduced would tend to prove that under the present method of inspection it is a mere matter of guess as to whether wheat, being somewhat damaged, should be placed in the no grade class or in the class of the higher grades. As the difference in price between No. 1 northern and no grade wheat is considerable, ranging all the way from 5 to 15 cents per bushel, your committee believes that the board of appeals and the railroad and warehouse commission should provide facilities for ascertaining what per cent of moisture wheat may contain and still be safely stored, as only by this method can a fair and just grading be established on this class of wheat. In connection herewith your committee feels it is its duty to state that the testimony before this committee proved that the board of appeals had at various times requested the railroad and warehouse commission to furnish it with such facilities, but as yet this request has not been granted.

LABORATORY TESTS ADVISED.

Baking Test.—We recommend that more attention be given to determining the commercial value of laboratory and baking tests, particularly of the newer grades of grain, and in establishing grades, and that the benefit of the doubt be given the wheat in determining the grade.

Plugged Cars.—We recommend further that the rules of inspection and the practice of the inspection department be so revised and changed as to secure on the inspection of grain shipped into the terminal markets a more liberal and fair grade. That the grading of so-called "plugged" cars should be changed so as to protect innocent shippers from being penalized to the profit of the purchaser in cases where poor or inferior wheat may be shipped in the same cars; and suitable legislation should be enacted that will severely punish a shipper who deliberately plugs a car, but the penalty should not work to the benefit of the purchaser of that car, but rather to the state.

Velvet Chaff.—We find that the variety of wheat known as velvet chaff has been unjustly discriminated against, both as to its milling and its true commercial value, as certified to by millers and exporters testifying before this committee, causing great loss to the producers of the state. The fact is shown in the testimony that as an export wheat this variety will command a premium over No. 1 northern. On account of its merits, particularly as to weight, it has been used for mixing purposes to lift millions of bushels of no grades into No. 1 and No. 2 northern. Therefore, we further find that its classification as No. 1 northern was justified by the authorized board.

But this established grade has been absolutely disregarded by the buyers who have, as above referred to, arbitrarily discriminated against this variety of wheat, and this private price list bureau previously referred to has absolutely disregarded the established grade on this wheat and on the price cards sent out to country points has put this wheat in a different class and at a lower price than was warranted by the grade established by such authorities. This your committee deems unfair.

STATE MIXING HOUSES AND DRIERS.

In view of that fact the testimony adduced before your committee proved that millions of bushels of low grade wheat had been raised to higher grades by drying, blending and cleaning, which has resulted in large profits to those engaged in the business without corresponding benefit to the producers; and in view of the further fact that this question of blending, cleaning and drying wheat, judging from past experience and attempts along this line, is too large for farmers' co-operative associations to solve, your committee would therefore recommend that suitable legislation be enacted that would enable the state to provide facilities for this purpose, and that such facilities be operated by the state at least until such time as farmers' co-operative associations have developed to such an extent that they will be strong enough to undertake this business.

Your committee feels that it would not be doing its full duty if it should refrain from mentioning that certain undesirable features of future trading do not prevail in the Duluth Board of Trade to any considerable extent. Your committee also found that all switching charges were eliminated at Duluth and consequently to that extent the expense against grain arriving at that market is lessened. Your committee also believes that the market bulletin published and circulated by the various members of the Duluth Board of Trade comes nearer to reflecting and quoting the exact market conditions than does the Minneapolis so-called price list bureau card.

OBSERVATIONS ALONG THE Way.

BY TRAVELER.

Whenever I have time to spare at any station, I always call on the agents of line companies, to get their views of trade conditions and the amount and quality of grain back in farmers' hands, and I regret to say that too many of these agents are without any real interest in or knowledge of the grain business. They seem to feel that they are there only to carry out explicit orders. Many of them have little knowledge of the different grades of grain, in fact, do not care to learn.

If some way could be devised to inspire them with an active interest in the business entrusted to their management, they would surely do much more business and keep their offices clean and attractive. Too many of the elevator agents are mere tools, dulled by work which to them is a real task. If something could be done to arouse their interest in the business, they would be like many of the managers I call upon, alert, attentive and on the lookout for information which will help them in their business.

I was amused and pleased one day recently by the enthusiasm with which a local manager told me of his plans for covering his office with vines, so as to improve its appearance, as well as reduce its temperature on hot summer days. He had already planted a cluster of shrubs on one side of the office, so that hereafter he will be blessed with the season's flowers and a bit of green thruout the summer.

GALENA is built on a succession of hills, one rising above the other in immense steps. The building we use for handling grain is situated along the main business street which is in the form of almost a half-circle. The second floor of our building is on the level with the street at the rear end. Our farmers drive to the rear end and empty their grain into a little car that runs on a track out to the wagon. We weigh the grain in these cars and then allow the grain to drop out of the car into bins below. We are not situated along any railroad, and this year we have not shipped any grain at all.—M. Slattery & Son, Galena, Ill.

Western Grain Dealers Association At Sioux City

The thirteenth annual meeting of the Western Grain Dealers Association was held at Sioux City, Ia., April 11 and 12, the proceedings beginning at 2 p. m., instead of 10:30 Friday as scheduled. About 150 were seated in the hall when President E. A. Fields, of Sioux City, called the meeting to order.

T. A. Black welcomed the dealers on behalf of the Sioux City Commercial Club and told of the efforts of that market to obtain favorable grain rates.

President Fields appointed a resolutions committee consisting of M. E. DeWolf, Spencer, Ia.; N. S. Beale, Tama, Ia., and J. W. Radford, Chicago, Ill.

Mr. Fields read his annual address, from which we take the following:

President's Address.

The work of the Western Grain Dealers Ass'n during the past year has been partly corrective, but largely educational, in character. District meetings have been held at various places in Iowa and Nebraska, which have been well attended by local dealers. The meetings have allowed free expression of opinion, the interest manifested has been very gratifying, and many have approved the educational value of the gatherings.

Car Shortage.—The bountiful crops gathered in our territory last season caused a shortage on nearly all lines, acute however on but three or four. Our Secretary took particular pains to inform the railroad companies of the unusual needs of the corn and oats shippers, and in January a conference was held at Fort Dodge attended by shippers and railroad representatives with general expression from those in attendance. As a result of this conference, a hearing was held in Des Moines early in February before the Board of Railroad Commissioners and the situation was also called to the attention of the Interstate Commerce Commission. The equipment of some of the railroads has increased very little in the past few years, notwithstanding the larger volume of business to handle. The Interstate Commerce Commission should have authority to investigate the equipment of the carriers, and to order sufficient provided.

Reinspection at Omaha.—Complaint was made last fall by a number of our members against the rule of the Omaha Grain Exchange allowing 192 hours for reinspection of grain, and a meeting of a committee of our Ass'n with the Grain Committee of the Omaha Exchange was held at Omaha in November as a result of which the rule was changed to allow but 120 hours.

Our Mutual Insurance Ass'n has made a splendid record.

The Scale Inspection work has covered a larger territory than ever before. Certainly members should avail themselves of our Inspector's services at least once a year, the cost being small and the benefit great.

The value of moisture testers to our members is shown by the large number installed during the year.

We are all interested in the matter of uniform grades and hope to see standardized grades in all markets. Either this must be done by the Grain Exchanges, or the government will do it for them.

Parcel Post.—Jan. 1 saw the inauguration of the parcel post system in the United States and considering the advertising that had been given it as a money saver, grain dealers were surprised to find a material advance in the cost of sending grain samples. The section of the postal law referring to the smallest packages is as follows:

"The rates of postage on fourth class matter weighing not more than four ounces shall be 1c for each ounce or fraction of an ounce; and on such matter in excess of 4 ounces, the rate shall be by the pound." A special section referring to grain is as follows: "Samples of wheat or other grain in its natural condition, potatoes, beans, peas, chestnuts, acorns, etc., when intended for planting must be prepaid at special rate of postage prescribed in Par. 4 (which

is 1c for each 2 oz. or fraction thereof), but when intended to be used for food the parcel post rates apply."

Why two identical samples of grain should take different rates when used for different purposes, is beyond the comprehension of the ordinary mind.

Most samples mailed by grain men weigh from 4 oz. to 8 oz. and the effect of the law is to make the cost of sending such samples from two to four times as much as formerly. For instance a 6 oz. sample of grain intended for planting would require 3c postage from Sioux City to San Francisco, or any other point in the United States, while an identical sample intended for food would require 11c postage from Sioux City to San Francisco. But there is still another point to consider.

Suppose a grain sample should be mailed to someone who wished it for seed, and the postage at the rate of $\frac{1}{2}$ c per oz. be properly affixed, and suppose the sample did not suit the receiver for seed grain and he used it for food instead. Would this change of mind make a criminal of the sender who unwittingly violated the Postal Law? The law needs fixing. The old rate should apply on samples up to 8 or 10 oz.

Leakage in Transit.—When bad order of car is evident carriers are certainly responsible for loss and most claim departments make satisfactory adjustment of such claims. A few roads are inclined to doubt the accuracy of shippers' weights and offer 50% of the amount of the loss, which is unjust to the shipper who has good weighing facilities. Certainly, however, the railroad companies have a right to demand that elevator scales shall be properly installed, inspected each year, and that the methods of obtaining the weights shall be dependable. Shippers are not always careful enough to have these conditions right, nor to see that all precautions are used in cooping cars. We should aim to have our facilities so reliable that we can be absolutely sure of our weights. One object of today's meeting is to determine what facilities are best, and to arrive at a settlement basis of leakage claims which shall be satisfactory both to shippers and to claim agents.

Better Seed Corn.—Among the many good works done by this Ass'n, and for which Sec'y Wells should receive particular credit, the campaign for better seed corn stands out prominently. In the spring of 1904 a "Seed Corn Special Train" was planned and conducted by the Iowa Grain Dealers Ass'n and the State Agricultural College. Nine days were given to the work the first year, but the next spring Sec'y Wells induced most of the railroads to run "Seed Specials" and 1,100 lectures were delivered on the necessity and methods of thorough corn testing. This work was carried on for several years, and an "Oats Special" was afterwards run. In determining whether there have been any permanent results from this missionary work, the yields for a term of years must be compared. Even then it is difficult to determine with accuracy how much benefit has been derived from the campaign, so many influences affect the result. We may be interested, however, to know that the yields of corn for the years 1905 to 1912 as compared with the previous 8 years, 1897 to 1904, show an average gain of 2½ bus. per acre. It would be more, but for the increase in tenantry and the wasteful methods of farming. Even this gain on the present acreage, means an addition of 25 millions bus. of corn per year to the Iowa crop.

If comparison be made between grain yields in the U. S. and those of foreign countries, the showing is much to our disadvantage.

On soil that had been under cultivation for centuries before America was discovered, German farmers are still raising on the average nearly twice as much of the staple crops per acre as Americans. The explanation lies in two facts: One is the careful and intensive manner in which German farms are conducted, the other is the lavish use of fertilizers, both artificial and manure. German farms are never spotted with sprawling fences nor straggling rows of bushes, nor are fields covered with stones. Every inch of land available is tilled and the stones beaten up and used in building roads over which one old cow can haul to market 158 bushels of potatoes, while a good American team gets mired

on a so-called road while hauling 83 bushels from the same amount of land.

A noteworthy thing in connection with the big yields is the fact that Germany's figures 25 years ago were not much higher than America's. From 1885 to 1910 the wheat yields increased 51%, rye 73½%, barley 52%, oats 81%, potatoes 61½% and hay 52%.

In 1880 it took 26 lbs. of sugar beets to produce 2½ lbs. of sugar. Today intelligent cultivation and seed selection get the same amount of sugar from 13 lbs.

Not only does the matter of increased yields demands our attention, but also the condition of the grain offered for sale. Too large a proportion of the wheat, oats and barley is bleached, sprouted, musty, stack burned or bin burned, while consideration corn is full of moisture. This inferior quality means a loss to the farmer and frequently a much greater loss to the grain trade. As the gospel of seed selection resulted in better yields so the gospel of "More and Better Grain" can hardly fail to bring results if properly preached.

A Com'te on Legislation consisting of J. A. King, E. L. Patton and D. K. Unsicker was appointed in January to look after the interests of the Ass'n in legislative matters before the Iowa General Assembly. A bill requiring common carriers to make prompt settlement for delay or overcharge, has become a law. Another bill giving the Railroad Commission authority to prescribe terms of elevator leases, and to make carriers responsible for loss or damage to elevator property caused by their negligence, has passed the House and been favorably reported by the Senate Com'te. A reciprocal demurrage bill is also under consideration.

Necessity of Organization.—At our last annual meeting a resolution was approved inviting into membership local dealers in South Dakota, Northern Nebraska and Southern Minnesota, where there are no organizations of grain dealers. There have not been many additions to our list from these states which means that there ought to be many more during the next year. The necessity of organization is apparent to every thinking man, and the cost is very small indeed, as compared with the results. The present excellent weighing system at all terminal markets is largely the result of organized effort. Conditions in the grain trade so far as the weighing facilities, inspections, handling of cars, claim settlements and arbitration of disputes are concerned, are much better than a few years ago, and our association can properly claim credit for a part of the improvement. Will the wide awake grain dealers in Northern Nebraska, South Dakota and Southern Minnesota join us in protecting our mutual interests, and promoting the efficiency of the grain business?

Secretary Wells read his annual report, from which we take the following:

SECRETARY'S ANNUAL REPORT.

This is the thirteenth anniversary of this Association and the work of the past year is given in a general way under separate headings as follows:

Membership: The membership of this Ass'n at this time consists of 373 individuals, firms and corporations who operate 507 elevators.

During the year we have received 73 new members and canceled 44 memberships, making a net gain of 29. A considerable number of the memberships canceled were transferred and are included in the new memberships.

Considerable time, energy and money is necessarily given to work of maintaining the organization and securing new members in order to have the necessary funds to carry on the work.

We have never placed the burden of securing new members upon the individual members, but there is no doubt that if the individual members were to assume some responsibility in this work and co-operate with the Secretary that the membership could be materially increased.

There are a large number of grain dealers in Minnesota, South Dakota, and Nebraska that we believe ought to become members of this Association. In fact, if the membership could be extended into these states to the extent that it is in Iowa, the dues might be materially reduced and the influence and prestige of the Association correspondingly strengthened by the increased membership.

Financial Condition: The income from dues on the basis of our present membership is \$4,186, with the possibility of about \$200 additional received for application

fees, giving a total annual income of about \$4,386, that is just about sufficient to cover the current expenses of the Association.

The Association is considerably handicapped because of the necessity of economizing to keep within the limit of our income and even at that, the secretary finds it necessary to use his own personal funds continually to an amount varying from \$500 to \$1,000.

It is not sufficient in conducting the work of an organization like this to have merely sufficient income to meet current expenses but to accomplish the best results, there should be funds provided for extraordinary expense that could frequently be used to good advantage.

Insurance: The fire insurance department of this Association, incorporated separately, has been a decided success and is now on a substantial basis, having just completed its first five years' experience and without doubt, will during the next five years term establish a record of writing insurance at even more favorable cost than during the first five year term, when the expense ratio is necessarily large. We now have the equipment, clerical force and facilities of increasing the volume of insurance written to a large extent without materially increasing the expense account. As for example: The expense cost at the beginning of the organization was about \$5.00 per thousand, whereas it is now being reduced by the increased volume so that the expense is less than \$3.00 per thousand. Thus, it is absolutely certain that an increased volume of insurance will give you a lower cost and that it is for your personal interest to co-operate in securing new business for the Ass'n.

Arbitration: For several years past we have not required the service of an arbitration committee, but we have adjusted, through the office of the secretary, many cases of difference as between buyers and sellers without the necessity of arbitration. Such differences are usually the result of faulty or incomplete contracts that lack in documentary evidence so that private adjustment is most practicable and I have always, as secretary, made it a part of my duty to settle such controversies without arbitration if possible, resorting to arbitration only when questions of general principle are involved.

Local Meetings: Local meetings have been held during the past year at different times at each of the following towns, namely: Oskaloosa, Cedar Rapids, Waterloo, Ft. Dodge, Sioux City, Omaha and Creston.

I believe that the work of local meetings should be extended to include other states at such points, possibly, as Norfolk, Neb., Sioux Falls and Albert Lea, and possibly some other points not mentioned.

The local meetings have seemed to be very beneficial in promoting acquaintance among the trade, discussing pertinent subjects relating to local conditions, transportation, terminal markets, etc., that is unquestionably educational and tends towards efficiency in the handling of grain at country stations.

Moisture Test: During the last year or more, we have made it our special business to encourage the use of the moisture tester in buying and shipping corn with the result that a large number of shippers in this territory are making use of the moisture test and I have yet to hear of

any particular dissatisfaction regarding it. In fact, many of those who are using the tester have advised me that they would not think of being without one.

There was originally considerable apprehension as to whether the moisture test would be acceptable to the farmers, but the reports from the dealers indicate that the farmers are not opposing the use of the moisture test and it is my opinion that it will serve as an education to the farmer and influence him to produce corn and prepare the same for market with the idea of having a minimum water content instead of, as has been the prevailing custom, among farmers, loading the corn with water, simply because of the fact that the dealers were inclined to pay as much for water as for corn.

The fact that the moisture test is being recognized by farmers was demonstrated at the annual meeting of the Corn Belt Meat Producers Association at Des Moines. Cattle feeders who buy corn were surprised to know the difference in the feeding value of corn based on the moisture test and they will undoubtedly adopt the idea of discriminating against heavy moisture content corn.

Transportation: Car shortage has been the most serious complaint offered by our members in connection with transportation during the past year and at a meeting of grain shippers held at Ft. Dodge, Jan. 16th, resolutions were adopted requesting this Ass'n to make application to the Iowa State Board of Railroad Commissioners for a formal hearing on the supply and distribution of cars and also if necessary to make application to the Interstate Commerce Commission for a hearing on the same matter.

The freight claims presented by our members are generally two kinds: (1) Loss of grain in transit; (2) damage because of delay in transit.

The General Claim Agents of the different roads freely recognize the liability of the carrier for loss of grain in transit, the questions, however, of accurate weights at shipping points and destination being persistently questioned by the Claim Departments, while the possibility of leakage in transit is insisted upon by the shipper; all of which emphasizes the necessity, not only of accurate scales, but also of accurate methods of weighing grain that will eliminate the possibility of error in recording the weights and of positively delivering to the car the grain weighed. Also the necessity of better equipment and better methods of co-operating cars, especially when loading cars that are not in first-class condition.

I believe that an intelligent use of car lining material, such as burlap or paper that is being furnished by some railroads, to be used in the case of loading cars that are not in first-class condition, should be encouraged and that the shippers should co-operate with the railroads along these lines. If the grain were accurately weighed and positively delivered to the cars and the cars coopered to prevent leakage in transit a large percentage of this class of claims would be eliminated. Shippers and carriers should undertake to accomplish an improvement in conditions in the most economical manner possible without undertaking to place unreasonable burden on each other.

Terminal Markets: We have received few complaints during the past year in

regard to rules and customs of terminal markets or irregular or unsatisfactory dealings with the individual buyers. The relations between our members as expressed by circular letters of inquiry along these lines indicate that the relations between our members and terminal market buyers have been, as a rule, very satisfactory. The general work of this Ass'n has had much to do with the establishment of such conditions.

In most cases when a terminal market dealer offers a complaint against a country shipper, such shipper is not a member of this Ass'n.

Delayed Reinspection: This Ass'n has always by resolution opposed the idea of delayed reinspection at terminal markets and last November President Fields appointed E. M. Cassady, Whiting, Ia.; C. H. Harris, Bartlett, Ia.; H. F. Gillespie, Mynard, Neb.; J. A. Tiedeman, Sioux City, to act with himself as a special committee who conferred with a special committee of the Omaha Grain Exchange with reference to the rule of that market allowing 192 hours for reinspection of grain. As a result of which the rule was changed by the Exchange to allow only 120 hours.

The custom of delayed reinspection still prevails to that extent at Omaha and is allowed without limit at Kansas City and Minneapolis, except that at Minneapolis No. 4 or no grade corn must be reinspected within 24 hours after sale.

There have been some complaints with reference to interest charges on drafts, but not to any serious extent as most of the markets have rules covering this question in what seem to be a reasonable manner.

State Legislation: This Ass'n has always given particular attention to Iowa State legislation affecting the grain trade and the President appointed Mr. Jay A. King of Nevada, D. K. Unsicker of Wright, Ia., and I. L. Patton of Newton, Ia., to act as a Legislative Committee during the present General Assembly, and at a meeting of the Committee held just previous to the opening of the present General Assembly, bills were presented:

(1) For an act requiring common carriers to settle claims for delay in transit or for excessive freight charges within a specified time and providing a penalty for failure to comply therewith.

This bill was known as House File No. 43, presented by Rep. Huff of Hardin Co. and Senate File No. 2, presented by Sen. Chase of Hamilton Co., and was duly enacted into a law.

(2) For an act relating to elevators and grain warehouses on railroad right-of-way or on property belonging to or under the control of railroad companies and giving the Railway Commission authority to determine as to whether or not such elevators shall be placed on such right-of-way or grounds and the terms and conditions on which same may be so placed.

This bill was presented as House File No. 298 by Rep. Huff of Kossuth Co. and as Senate File No. 400 by Senator Malmberg of Jasper Co. This bill has passed the lower house with slight amendment and has been reported favorably by the Committee on Railroads and Transportation of the Senate in practically its original form and is now on the calendar of the Senate.

(3) For an act prescribing the duties of railroad companies to furnish cars to shippers upon applications, applications therefor, penalties, damages, and attorney's fees in full, to furnish reciprocal demurrage charges and power of Board of Railroad Commissioners to suspend demurrage.

This bill was presented by Rep. Kulp of Kossuth Co. and has passed the House with some amendments, altho Judge Henderson, Commerce Counsel for the state of Iowa gave an opinion to the effect that such law would be unconstitutional. The bill as passed by the House is now in the hands of the Railroad Committee of the Senate.

The report was accepted and placed on file.

Mr. Wells read a paper on "Scale Inspection and Repair," from which we take the following:

SCALE INSPECTION AND REPAIRING.

The Western Grain Dealers Ass'n has been conducting the department of scale inspecting and repairing for the past eight years and during all of that time Mr. E. J. Nolan has been continuously employed.

The work is conducted under the group plan, applications for scale inspecting being solicited in each group and the work



Left to right—Director F. B. Milligan, Jefferson, Ia.; N. S. Beale, Tama, Ia.; Pres. E. A. Fields, Sioux City; Sec'y Geo. A. Wells, Des Moines.

scheduled in advance in order that we may know approximately whether the earnings will be sufficient in the group thus scheduled to cover the expense.

We provide the inspector with blank inspection reports made up in sets consecutively numbered, each set including the original and three carbon copies; the original report being retained by the inspector, one carbon copy being given to the scale operator or owner and two copies are sent to my office, one of which is filed and the other is attached to the statement of charges that is mailed to the general office in the case of line elevator companies.

These inspection reports are kept on file in my office for future reference when necessary in connection with the investigation of conditions relating to freight claims for loss in transit.

The schedule of charges for the work of scale inspection and repairing is fixed by the ass'n and is as follows: For each inspection, wagon scales, \$3.00 to members of the ass'n and \$3.50 to non-members. Hopper scales \$2.00 and for extra time making repairs 75c per hour, in addition to which is the drayage.

We have found by years of experience that this is just about the actual cost of doing the work. Thus, you will realize that there is considerable care and responsibility attached to this work in order to avoid having a loss.

The plan of doing this work was originally based on the idea that all grain dealers and scale owners would co-operate with us by having their scales inspected annually and this is necessary in order to give us sufficient revenue to conduct the work on the basis of the established schedule. It is our experience as the records plainly show that where the scales are inspected and repaired when necessary, once each year, that a continuous weighing condition is maintained. We plainly observed that dealers who have their scales inspected only when they feel that it is necessary usually find themselves confronted with an emergency condition that necessitates a special trip at an expense varying from ten to twenty-five dollars, besides possibly suffering considerable loss because of using scales that were not in good order. For example, I know of a particular case that happened last fall where a dealer considered that his scales were in good order. He found later that they were not and he suffered a loss of nearly one thousand dollars on account of the bad order condition of his scales that might have been avoided if he had followed the plan of having his scales inspected and repaired once each year.

When we first began this work it was necessary continually to make emergency trips on account of scales being found out of condition, but during the past two or three years we seldom have occasion to make an emergency trip which is further verified by the experiences of last year, which follows:

Last Year's Inspections: We inspected 981 scales. 804 of these scales were found to be correct; 177 of them were found to be incorrect.

Of the scales that were tested during the previous year only 43 were found to be incorrect and of the scales that had not been inspected during the last two years 134 were found to be incorrect.

Of the 177 scales found to be incorrect 96 were weighing heavy; 84 of these were grain scales and 12 were coal scales. The balance of the 177, or 81, scales were found to be weighing light; 59 of these being grain scales and 22 being coal scales. Thus, it will be seen, that 96 scales operated by grain dealers were weighing heavy and 50 were weighing light. The result of the scales weighing heavy, would, of course, make a loss to the buyer and if these weights were used as shipping weights would result in an apparent shortage in the shipment.

Of the 177 bad order scales 166 were corrected and repaired and eleven were condemned as unfit for use.

Our record of the past year demonstrates that so far as the condition of the scales is concerned the weighing on the whole is accurate and would seem to be in striking contrast with the reports of the scale inspectors employed by other associations as published in the grain journals. In justice to the claim departments of the railroad companies I will say that accurate scales are not entirely sufficient to give accurate shipping weights, unless the methods of weighing are such as to eliminate errors in recording weights and handling of the grain from the scale to the car or in the case of unloading from the car to the scale.

Grain shippers, who are building new elevators or remodeling old ones, should give careful attention to the installation of shipping scales in order to avoid every

possible error in recording and handling the grain from the scale to the car. The Ass'n must have the continuous annual patronage of all scale owners and operators in order to maintain the service of the scale inspection department.

H. C. Kibe, of Chicago, delivered an address on "Methods of Weighing Grain" which will appear later.

H. A. Foss, chief weighmaster of the Chicago Board of Trade, read a paper on "Grain Leakage and its Relation to the Present Construction of Cars," from which we take the following:

GRAIN LEAKAGE AND THE Present Construction of Cars.

My observations justify the conclusion that both the railroads and the shippers are to blame, to a very large degree, for the leakage of grain that occurs during transit. The shippers, because they do not always use intelligence and care in preparing cars for bulk grain loading. The railroads, because of the character of their equipment, and because of the rough handling of cars by switching crews.

The shipper is responsible for leaks which are caused by improperly installed and insufficiently braced grain doors, assuming, of course, that the carrier has supplied suitable and sufficient material. The shipper, or the grain inspector at the terminal market, is answerable for grain in cars being higher than the doorways are boarded, which is a cause for frequent loss of grain in transit. The shipper is negligent if he loads cars without first repairing any minor defects there may be in such cars.

The carriers are clearly responsible for much of the grain leakage that occurs. Cars in the following condition are absolutely unfit for bulk grain loading, and cannot be made safe grain carriers without general overhauling at repair yards where suitable tools and material are available:

Door posts and side posts broken out at bottom.

End posts that are broken to such an extent that they cannot be effectively reinforced with material such as is available at a grain handling station.

Floors that are loosened from car sills.

Cars with sheathing boards missing.

Leaky roofs.

No amount of paper or burlap lining, or ordinary repairing, will make cars with defects such as I have described safe for carrying grain. Such defects are caused, for the most part, by needless and unne-

cessary rough handling of cars by switching crews, and by the use of hump or gravity tracks.

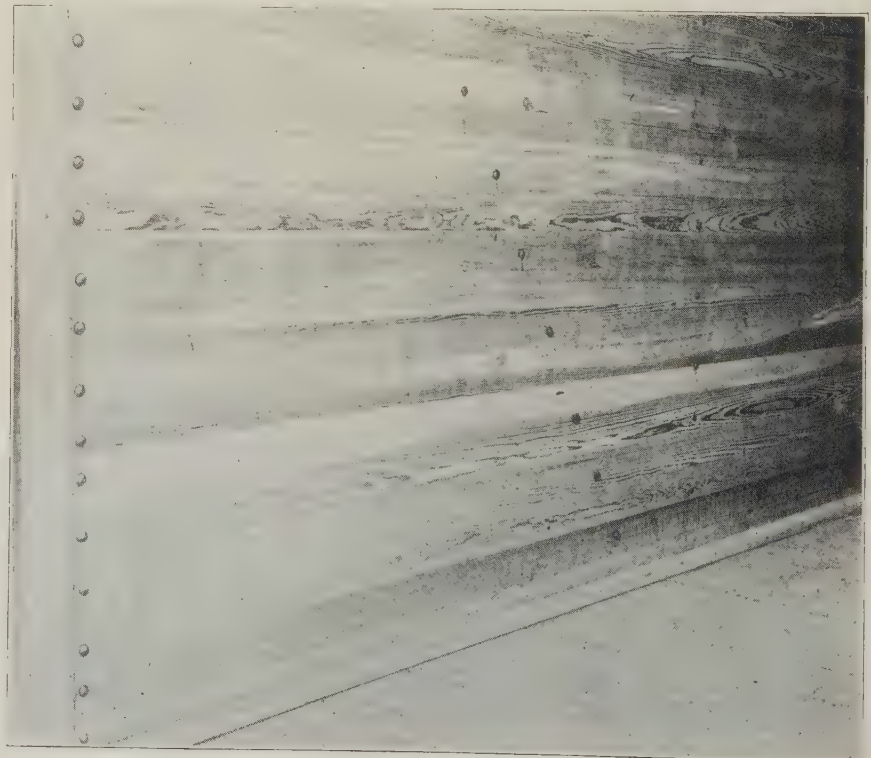
The railroads are derelict in their duty, when, during the dull periods, they reduce their car repairing force to the minimum, and store defective cars on siding and in storage yards instead of first repairing them.

The making of repairs as fast as they develop is necessary, in order to have a "one hundred per cent" car. In discussing this question, a railroad official recently said, "the side-tracking of cars in bad order during dull times, and holding them until they are needed, is a short-sighted policy. It is regrettable and unfortunate that many roads retrench as soon as the revenues begin to fall off, and the car repair force is usually the first to suffer, which results in bad order cars being side-tracked. This retrenchment also affects the repair materials and repair equipment."

The storing of defective cars on sidings at the close of busy seasons reminds me of the unsuccessful and shiftless farmer who gives no heed to his farm machinery until he has occasion to use it. It is obvious that, if carriers would repair their damaged and defective equipment before side-tracking it, both shippers and carriers would be materially benefited.

Construction of Cars: I am not posing as an expert on the construction of cars. At the same time, if I were to build a coal bin I would put my braces on the outside. Of course, the inside car linings receive the brunt of the pressure, but these linings are not grain-tight; hence the outside sheathings must be depended upon to keep the grain from running out of the car. Surely, we have had sufficient illustrations to demonstrate clearly the ineffectiveness of the sheathings to perform satisfactorily their function. Even some of the car builders have at last awakened to this fact. I have noticed that the Soo Line, the Canadian Pacific, the Monon, the Wabash, the Grand Trunk, and other roads, have been building new cars with the braces on the outside. I have here a photograph of a car constructed on this principle. This car, as you will see, is devoid of the unsatisfactory and uncertain side and end sheathing boards. Since I have had anything to do with the weighing of grain, leakage statistics everywhere have shown that most of the leakage from cars is caused by the outside sheathings being loose and otherwise defective. In the past, various remedies have been proposed, such as inside steel linings, and so forth, in order to eliminate sheathing leaks, but now at last a car has been constructed that is without the trouble making, loss producing, sheathing.

This style of construction, too, sup-



Inside of Car Wall Single Planking Secured by Heavy Bolts

plants the annoying and "shortage-producing" inside lining. Any weighmaster or grain unloader will tell you that the inside car lining is the cause of many kinds of trouble. It delays the unloading; it causes loss of grain on account of the lodgment of grain in lining pockets; and it is the direct cause of the after-sweeping nuisance. Instead of outside sheathings and inside linings, this car is made with tongued and grooved 2-inch planks placed horizontally.

I have yet to meet a layman who has not a good word for this style of construction. It has been said that certain car builders have criticized the car on the ground that a heavy stream of water thrown against its side or end with great force will wet the inside. This may be true, but if they cannot get moisture into the car except under pressure, this objection is not a sound one.

I fully realize that cars must be made to carry freight, and freight is grain only on certain occasions. In fact, statistics show that if each and every box car on an extensive grain carrying line carried its proportion of grain, it would carry only about 2½ loads of grain each year. This being true, it is obvious that cars should be carefully inspected and approved before loading with bulk grain. And in this connection, the loader of grain has a duty to perform.

Using Worn Out Cars: It is true that during the past winter, on account of the car shortage situation, many of you have been tendered and have loaded cars that under ordinary conditions would be considered unfit for carrying bulk grain. In consequence of this shortage, you have, no doubt, overhauled many an old box that should have been in the scrap heap, but that does not excuse a shipper loading cars that he has not carefully inspected on the inside and outside, nor does it excuse him from adopting reasonable precautionary measures to reduce the possibility of leakage to a minimum. Thousands of cars reach the terminal markets each year leaking, that would not have leaked had the shipper used due diligence in preparing them. In this connection, it is astonishing what the application of a little paper will do to prevent grain leaking out of cars.

Since paper has been introduced in preparing cars for bulk grain loading in the Chicago district, evidence of leakage from out-going cars has been appreciably and gratifyingly reduced. The use of cement coated nails, too, for securing loose side and end sheathing boards to the sills has also materially aided in reducing leakage.

In conclusion, I would invite attention to a few precautionary measures that can be depended upon to reduce leakage to a minimum. To begin with, we must eliminate cars with "broken out" door, side and end posts, cars with leaky roofs, and cars with floors loose from the sills, as well as cars saturated with fertilizer or oil stench.

Precaution When Loading: First, it is the duty of the loader to inspect carefully the car to be loaded—inside and outside. Should this inspection disclose any minor defects, such as short floor boards, defective floors, or broken lining boards, the application of paper or burlap, held in place with a piece of board, will prevent leakage at such defective places. Be it remembered that the inside inspection of the car should be especially thoro at the ends.

The next step is to install the grain doors. The application of paper or burlap pads on the face of door posts that are filled with old nails and spikes will make tight joints between grain doors and posts.

Sometimes it is well to cover the entire grain door with paper. In any case, the grain doors should be stiffened with an upright brace on the outside, secured at the sill with a well nailed cleat, or by toenailing. This brace will also tie the doors together and prevent a weaker door or board from bulging more than another.

Cars constructed with outside sheathings require special inspection, both before and after loading. Bear in mind that no matter what you may have done to the inside of such a car, should the sheathings become loose, there is liability of leakage. That is the reason why it is so important to fasten securely any loose sheathing boards to the sills. In this connection, experience has repeatedly demonstrated that the cement coated nail is far superior to the ordinary smooth wire nail, in that it secures a much firmer hold on the sill.

That the precautionary measures I have recommended are worth while is clearly illustrated by the car condition records of my department, which show that during Chicago's extensive wheat handling months of July, August and September

of last year, 17.3% of the cars weighed showed evidence of leakage. On the other hand, during the heavy corn handling months of December, January and February, only 11.9% of the cars weighed showed evidence of leakage. The material increase in the percentage of leaking cars during the wheat handling months as against the smaller percentage of leaking cars during the heavy corn handling months indicates clearly that a car that is "corn-tight" may not necessarily be "wheat-tight." In other words, that it requires more care to prepare a car for bulk wheat loading than for loading with bulk corn.

H. R. Grochau, claim agent of the Omaha road, read a paper on "Freight Claims," from which we take the following:

GRAIN CLAIMS.

The principles of conservation are to use our resources, but to use them as to conserve them. Every effort should be made to prevent destruction and reduce waste, and as I read and learn of what can be done, the thought comes to me of what might be accomplished towards the conservation of freight.

Very few people realize that Loss and Damage expenditures in the United States has reached the sum of thirty million dollars a year; a ten year increase of 335 per cent. Think of this enormous waste of commodities produced and manufactured in the United States, thirty million dollars thrown to the winds, in most cases a toll of accidents or carelessness.

Of this amount I am informed possibly one seventh or something over four million two hundred thousand dollars is paid for loss and damage to grain, exclusive of its products.

As Freight Claim Agent I consider my first duty to the railroad I represent is to suggest ways and means of preventing, if possible, this drain on our revenue.

These are times of co-operation, and I feel the spirit of co-operation should prevail between the shippers and the railroads. We are essential to each other. If we had no freight to move we could not give employment to an army of people, and on the other hand you must have us in order to transport your commodities to market, so why should we not go hand in hand and assist each other by trying to reach equitable solutions of the various problems which arise between shippers and carriers.

Grain Claims: It is possible to divide grain claims, or in fact all freight claims, into two classes:

First.—Claims due to negligence of the

transportation companies, such as wrecks, fires, rough handling, pilfering, etc.

Second.—Claims arising from causes beyond our control and which we are asked to pay under the doctrine that a carrier, with few exceptions, is an insurer for the safe transportation of freight. In this class can also be included what may be alluded to as questionable claims, based on prima facie or presumptive evidence in the form of a Bill of Lading, showing no exceptions as to condition of property when received for transportation; also claims based on statements or records of shippers as to quantity loaded.

The exceptions where carriers are not liable, are claims caused by the acts of God, public enemy, inherent nature of the property, and legal procedure caused by replevins, etc.

Delay in Payment: It is admitted that with the volume of work in connection with a Claim Department, there will at times be certain delays, much as we try to avoid same. On the other hand I find in a great many cases, delays are due to the manner in which claims are presented. Claims should be self-evident, all necessary documents attached to support your contention and not make it necessary for us to elicit the information by a system of correspondence.

In considering grain claims in the two classes mentioned above, there is no necessity for argument, so far as the first class is concerned. These are what is termed in Freight Claim parlance as "loss and damage located." In considering the second class, however, there are certain points of contention between the grain men and the carriers to which I would like to allude.

Natural Shrinkage: Undoubtedly it would be much better if I left out all reference to that time worn argument between shippers and railroads termed "natural shrinkage." The railroad fraternity has never been convinced that we have gone into the study of "myths" as one grain man expressed it. Possibly the term "natural shrinkage" is a misnomer, as we do not refer only to the difference in weight, due to climatic conditions, but include other causes for loss for which we should not be held liable.

In talking with certain grain men they have "unbosomed" themselves to the extent of describing minutely how the loss of grain commenced from the time it left the thresher. A loss between the thresher weight and the elevator buying scales—a loss between the buying scales and the loading weight—a loss between loading and unloading weights, etc.

It would seem reasonable that under certain conditions there will be differences in weight due to climatic conditions—possibly at times grain will absorb moisture. Small grain not properly matured, and corn



Outside of Car Wall, and Bracing of Angle Steel.
[See facing page.]

which contains an average of 16 to 20 per cent of moisture should shrink. There is no process for drying used as much as the free circulation of air, and with a car in motion there would seem to be greater opportunity for evaporation.

In my opinion, however, the greatest argument we have is difference in scales. Take as an example grain weighed on automatic scales requiring from 200 to 450 drafts, or hoppers of 30 drafts and compare these with the scales at destination, which in most cases weigh in one draft.

Other causes for discrepancies in weight are as follows:

Loss of dust or chaff in handling.

Weight of samples taken for inspection. In all cases three samples of 3 to 5 pounds each are taken from each car, and in cases of reinspection, even more.

Possible loss through dust collecting systems in elevators.

It is conceded there is an average of 10 pounds left in each car which cannot be swept out.

Withdrawing of spouts after loading, which are apt to carry a certain amount of grain with it which falls between the grain door and outside doors, giving opportunity for classification at destination as "grain door leaks."

Leaky spouts, usually resulting from coming in contact with tops of bins, causing small holes to wear in spouts, which leak into elevator bins instead of running to cars, and which is frequently afterwards discovered in bins.

The unloading of grain by means of powerful steam shovels which many times scrape off patches on the floor and which sometimes are classified as "floor leaks."

Sticks of wood, stones, corn stalks and other refuse in country shipments caught by elevator grates in unloading.

Many investigations of various movements of blocks of grain have been made in the past, with an endeavor to determine an equitable percentage for these located and invisible losses. Many things must be taken into consideration, the season of the year, the condition of the grain, distance traveled, time consumed in transit, etc.

Minnesota Revised Laws of 1905 make an allowance of 60 lbs. per car, Missouri Statute, $\frac{1}{2}$ of 1 per cent. The Treasury Department of our government in considering duty, allows 2 per cent. The Uniform Bill of Lading, approved by the Interstate Commerce Commission, carries clause that no carrier shall be liable for difference in weight of grain, seed, or other commodities caused by "natural shrinkage" or discrepancies in elevator weights.

What is a fair allowance for these differences in weight?

While the government is making tests with corn and other grains, the matter is apparently being held in abeyance.

If I may express my humble opinion I would say that $\frac{1}{2}$ of 1 per cent on small grain and $\frac{1}{4}$ of 1 per cent on corn, as has been advocated by railroads, is equitable.

Overages and Shortages Without Exception against Equipment: I am sure nobody will make the assertion that mistakes cannot be made in some part of the operation of loading or unloading of cars at point of shipment or destination.

At shipping points this may be due to misplacing of spouts or the missing of weight of a hopper or adding weights twice.

So long as man is fallible, errors will occur, but have you any idea of the extent of these errors at leading stations?

Section 2101, Chapter 28, of the Revised Statutes of Minnesota of 1905, makes it the duty of any shipper of grain to terminal points within the state, to fasten upon the inside of the door of every car a card upon which shall be given the number and initials of such car, date of shipment and the actual weight of the grain, and in case of failure to comply with the provisions of this section, the weight of the grain in such car as ascertained and determined by the State Weighmaster shall be taken as prima facie evidence of the amount of grain in the car.

An investigation was recently conducted by a Senate Committee of the State of Minnesota, with reference to grain matters. At one of the meetings of the State Weighmaster testified that tickets taken from one hundred cars at random showed as follows: 43 cars State weight exceeded shippers' weights, 29,850 lbs.; 57 cars shippers' weights exceeded State weights, 15,380, leaving an average of 14,470 lbs.

When in Minneapolis step into the State Weighmaster's office and inspect the duplicate weight statements, which are open for public inspection, and you will be convinced that the above is not a mere coincidence.

The investigation also brot out the point

that in most cases the averages, and a great many shortages, are approximately the weight of a draft, demonstrating errors at shipping points.

From a claim standpoint, we are usually presented with claims for cars which show shortages, but no allowance is made for cars which overrun. Shortages are presumptive evidence of liability to be proven by the carriers that they do not exist; averages are incidental to the business.

I believe these records exemplify the necessity of some simple device on hopper scales to register the number of drafts used in loading cars.

In this connection I would also respectfully call your attention to the point which Mr. Foss has emphasized in his various circulars, namely, the great possibility of errors by even draft weighing.

Inserting Cards in Cars, Showing Weight of Each Draft and Total Amount Loaded: The various errors discovered by State Weighing Departments and other Bureaus prompt me to advocate the Minnesota Law, which requires this to be done, and recommend the practice in all loading. The shipper is desirous of getting a check on his scales, and what better method can be employed than inserting cards for comparison at time of unloading. The particular advantage is the fact that it gives opportunity for immediate investigation by the Weighing Department if there is an apparent discrepancy in weight, and it must be apparent to all that such investigations made while the matter is fresh, in most cases when grain is still in the hopper, are more productive of results than if made days or weeks afterwards.

In discussing this matter with a State representative he advised that they have practically little trouble in the matter of weights on cars which contain the cards, and most of the grievances arise on shipments where there is no possibility for rechecking weights. It is only the faithful efforts on the part of men well trained in the work of weighing that will reduce the errors to a minimum. A case was mentioned of two elevators, side by side, at one station. The outturn from one elevator for a certain period showed practically no loss; the other an average shortage of 2,600 lbs. per car.

Overloading of Cars: Prevent overloading. You may strain the car, causing leakage, besides endangering the lives of train men.

Care of Scales: The careful shipper should see that his scales are correctly installed, frequently tested and kept clean, that all of the weighing is carefully performed, and if hopper scales, that an accurate record is kept of the weight of each draft. If automatic scales, too great care cannot be exercised in testing the scales to know they are accurate and properly adjusted. An automatic scale is almost as delicate as a watch. There is possibility of difference in weighing between clean and dirty wheat, and particularly should care be exercised in weighing flax which almost invariably shows loss at destination.

Leaky Cars: There is no question but what a certain percentage of our losses is due to leaky cars, and it is particularly in this respect where shippers and railroads should co-operate to prevent the waste.

In order to secure an idea of the per cent of leaky cars to the total handled, and the cause of such leaks, I have secured a statement of cars handled by the State Weighing Department of Minnesota for the years of 1911 and 1912 and same is as follows:

	1911.	1912.
Total cars weighed in.....	137,927	156,197
Actual number of leaky cars. 12,137		13,366
Other bad order conditions..	11,796	15,143

CLASSIFICATION.

Grain Door Leaks.....	2,585	3,072
End Leaks	6,576	7,096
Side Leaks	3,529	2,743
Bottom Leaks	697	728
Total	13,387	14,639
No seals	6,134	6,974
Broken seals	1,555	1,807
Door open	1,798	2,180
No doors	561	1,205
Leaky roof	11	14
Poor fastenings	292	505
No fastenings	254	491
Patched cars	1,191	1,967

Total 11,796 15,143

It will be noted that a large percentage of our leakages is due to improperly applied grain doors. Certainly here is a point

where a little care can materially improve the condition.

Other figures compiled by the Chicago Board of Trade extending over a period of six years, show that from 9 to 17 per cent of all grain arriving in Chicago bore evidence of leakage; 66 to 73 per cent of all leaks were due to loose sheathing; 14 to 28 per cent to weak, defective and improperly installed grain doors, while 8 to 14 per cent showed grain had leaked over the grain doors.

In order to reduce these losses to a minimum our line is experimenting by furnishing paper, and I am pleased to say the results so far obtained have been most gratifying.

F. H. Hammill, Ass't. Gen. Supt. of the Northwestern: We have heard a good deal about the shortage of equipment. We try to estimate in advance how many cars will be needed. Grain dealers advised us that 670 cars of grain would be moved on the Boone division in December; but we actually moved 720 cars. We will get better use out of cars by shippers not ordering more than are needed.

H. C. Howe, claim agent of the Northwestern: Necessarily if mistakes are made that cause an overage, other mistakes are made that cause shortage. We desire your co-operation in seeing that cars are thoroly coopered for grain loading.

A complete record should be taken of every draft loaded into the car. I believe there is normally an invisible loss. Just what that is we have not yet been able to determine. We have statements showing half the cars weighing over. Naturally we look askance at weights.

F. C. Maegly, Ass't. Gen. Frt. Agt., Santa Fe: The manufacturer of any scale insists that it produces accurate results. He goes into detail when he installs the scale. An organization like the Western Grain Dealers Ass'n. might embody a code of rules on "How to Operate a Scale" to produce a record of weight, making a certificate that inspires confidence. I am strongly in favor of the grain tag on the car door.

I feel that where a shipper takes the care to get accurate weights he should furnish the carrier's agent with a certificate of that weight, giving car number, weight, number of drafts, and name of weigher who certifies to that weight. Then we start with every evidence of good faith.

If it is a wagon scale at some distance, or grain was stored in bins 10 or 20 days and loaded into cars without reweighing that should be made known to avoid improper adjustment of differences between railroad and shipper.

Secretary Wells: Suppose the shipper made up the certificate and kept it in his own file?

F. C. Maegly: Yes; but in my judgment the forwarding agent should have a copy. In regard to the operation of automatic scales, one matter should be brot out. When in the cupola the scale is inconvenient to clean up and is often neglected. I am willing to enter into a conspiracy with the manufacturers of automatic scales and shippers to require such rules of operation as will give the scale an opportunity to do its best.

President Fields appointed the following com'te on nominations: I. C. Edmonds, Marcus; C. M. Good, Ida Grove; S. E. Squires, Des Moines; J. A. Tiedeman, Sioux City and L. B. Spracher, Sibley, Ia.

W. N. Goodman, Chicago, held the

attention of his auditors very closely, speaking as follows:

Automatic Scales.

In his paper on freight claims Mr. Grochau likened an automatic scale to a watch; but the best automatic scales are simple, very substantially built to stand hard wear and tear, and give practically no trouble whatever.

It has been suggested that a large hopper scale must be more accurate on account of weighing in one draft, whereas the automatic scale weighed a number of drafts. In dealing with this question of automatic scales vs. hopper scales it must be remembered that the automatic scale is used almost extensively in country elevators for weighing grain to cars, and a carload hopper scale is hardly a possibility in a country elevator on account of the great amount of space required, and therefore when a hopper scale is used in a country elevator it is usually of small capacity, such as 100 bus. Then the hopper scale is built on the multiplied lever system, whereas the bulk of the automatic scales are of the equal balanced beam type, which everyone will agree, as a mechanical fact, is the most accurate system of weighing. In a country elevator if a 100-bu. hopper scale is used to weigh 1,500 bus. of grain, then 15 drafts will be weighed. On each draft there might easily be an error 5 lbs., owing to the difficulty in keeping the scale level, etc., whereas on an equal balanced 10-bu. automatic scale 150 drafts would be weighed and each draft would easily be weighed within 2 ounces, or a total of 300 ounces, which equals about 19 lbs.

The automatic scale is too often blamed for differences in weight between shipping and receiving points. If there is a difference don't jump immediately to the conclusion that the automatic scale is wrong. Actually in a great many cases the differences can be accounted for in a number of ways (many of which were pointed out by previous speakers) such as the interlining of cars in which the grain will lodge; by not sweeping the cars clean; by spilling grain when unloading; by leakage in transit and this by far is the largest place where the differences occur; by incorrect terminal weights, etc.

On a test between a large hopper scale weighing 1,500 bus. of grain, there was a difference between it and a 50-bu. automatic scale, of 350 lbs. on 1,500 bus. The hopper scale was tested by an official weighmaster and pronounced absolutely O. K. The automatic scale was of the equal balance type and showed every draft bal-

ancing. Finally, after thoroly inspecting the hopper scale levers it was found that the knife bearings were clogged with dirt and that had caused the error. The automatic scale was right and it had stopped the error. A great many similar cases have arisen.

The question of the varying weight of grain has been threshed out very completely and it has been found thru actual tests that the variation is so small because the dribble portion of the flow is cut down to a small size in order to give the smallest amount of grain in suspension at the time of the cut-off. The variation caused by a varying weight of oats coming from a bin, is about 2 ounces per draft and that amount was so small it is negligible.

Successful automatic scales have been on the market for about 25 years, but they were not successfully used in country elevators in the United States for shipping grain until about 12 years ago, and the first scale used for that purpose was put into an elevator not 50 miles from Chicago. That automatic scale is still doing good work today. The automatic scale is essentially the country elevator shipping scale of today and we must look upon it as a scale that is here to stay. Reliable automatic scales have been officially accepted by the Governments of Canada and other countries both for terminal and other uses. They are today the official scales for buying and selling grain in many of the European ports. Automatic scales will be used considerably in terminal elevators in the United States within the next five or ten years.

The Richardson Scale Co. is prepared to co-operate in every way to procure a better understanding on the automatic scale question. There is nothing to hide on the part of the automatic scale manufacturers, and by co-operating in this manner we should all have a far better understanding of the situation. The good automatic scale is no gold brick but actually a very reliable and accurate scale.

F. C. Maegly: Does the Canadian government allow tolerance for error?

W. N. Goodman: The Canadian government requires scales to be tested and issues a certificate that the scale weighs correctly. An automatic scale will weigh closer than $\frac{1}{4}$ of one per cent. A man should balance the scale when changing from one kind of grain to another. When he has set the compensator right he can go thru with

the weighing. There is no reason why he should not come within $\frac{1}{8}$ of one per cent.

H. A. Foss: Five years ago the tolerance was 5 lbs. per 1,000 lbs. on all kinds of scales. We got the Canadian government to reduce it to 2 lbs. per 1,000. I don't believe any shipper to the Chicago market is willing to allow one lb. per 1,000.

A. S. Purves, North Milwaukee: An automatic scale is blamed when anything goes wrong. Perhaps the scale is not kept clean. Perhaps it is not balanced. This is the fault of the operator. We will be willing to co-operate in any suggestion brot to us by the state scale inspectors.

It is absolutely essential that automatic scales should be tested and every automatic scale manufacturer should so instruct the elevator operators.

Secy. Wells: I put out a letter calling for opinions from the dealers, and all were satisfied with automatic scales but one. His competitor, who had the same kind of scale, was very much in favor of the scale.

G. H. Hunt, claim agent of the Great Western, read a paper which will be published later.

H. A. Foss: I would like to get it before the meeting, whether the weighing department should issue condition report blanks on all cars whether leaking or not.

W. P. Bishop, Milwaukee: The shipper should have a report by the weighmaster showing that car arrived in repair but with evidence of leakage in transit. The notations should be distinct and show if possible how much the car leaked in transit, and be put in writing on the condition blank. A great deal of this shortage trouble is due to railroad companies attempting to evade responsibility.



Grain Dealers at Banquet Given by Western Grain Dealers Ass'n at Sioux City, Iowa, Apr. 11, 1913.

H. C. Howe: I don't see how Mr. Foss could make a report that a car had been repaired in transit or before loading, or that the patch had been put on because of a leak in transit.

The Northwestern is furnishing burlap for fixing up cars.

S. W. Patton, claim agent, M. & St. L.: We furnish paper and burlap. We were one of the pioneer lines in the Northwest to do this and the co-operation we have received from the shippers has been most gratifying. Less than 3 per cent of the cars were reported last fall leaking at destination. On 600 cars on the central division in October we did not have a single claim for leakage.

M. E. DeWolf: We do not use the burlap on all cars.

H. A. Foss: The elevator men do no more cooping at Chicago. I have been in the grain business a long time and I have observed a steady improvement in grain doors. What we need is honest co-operation.

J. W. Newell: A shipper's record for carefulness in the work of weighing would certainly bear weight with the claim agent.

J. A. Tiedeman, Sioux City: I would suggest as a motto for railroad claim agents "Let us so live that when we come to die even the shipper will be sorry."

Adjourned to Saturday morning.

THE BANQUET.

Friday evening more than 100 sat down to a banquet given in the banquet hall of the headquarters hotel. The enjoyment of the dinner was enhanced by prompt service and the strains from the orchestra.

MENU

Tomato Bouillon	
Celery	Olives
Filet of Pickerel, Normande	
Duchesse Potatoes	
Filet Mignon, Aux Champinaux	
Rissolle Potatoes	Baby String Beans
Roman Punch	
Waldorf Salad	
Neapolitan Ice Cream	Assorted Cake
Cheese and Wafers	
Coffee	Cigars

After the tables had been cleared and the cigars were passed E. A. Fields called upon the speakers of the evening, among whom were Judge J. H. Henderson, of Des Moines, Ia., Commerce Counsel for the State of Iowa, and Professor A. M. Ten Eyck, of Ames, Ia., of the farm crops department of the Iowa State College of Agriculture.

Judge Henderson spoke on "Legal Aspects of Car Supply and Distribution," and his address will appear later.

Professor Ten Eyck read a paper on "Conservation of Soil and the Grain Crops," which will appear later.

After the addresses a vaudeville entertainment, furnished by the Sioux City Commercial Club, was given. The illuminated club swinging and contortions of a lady vocalist won encores, and the entire program was appreciated.

SATURDAY MORNING SESSION.

The Saturday session was called to order at 10:15 a. m., with about 30 present, others drifting in later.

F. C. Burrell, Des Moines, delivered an address on "Elevator Construction" from which we take the following:

Elevator Construction.

A modern elevator is one that is constructed in accordance with the underwriters' rules, with the sanction of the railroad, and in which your ideas have been coupled with the experience and methods of a specializing contracting engineer. Such an elevator is built upon a solid foundation and is high enough in the air so you have the required gravity to load the largest cars without trimming and a large, roomy cupola providing for plenty of ventilation.

The entire exterior of the building should be covered with a material which greatly lessens fire hazard and cost of insurance.

It pays at all times to consider the amount of grain you have to handle, the speed and cost of handling same, therefore your buckets should be of proper dimensions to eliminate delays.

The scales should be of a standard make, one acknowledged and accepted for giving correct weights, and installed properly.

In the settlement of the building, the machinery and outside covering should be provided for.

All elevators should have a man-lift: shipping out scales; proper loading spout; hopper bins; a dry pit; dry and airy basement; low driveway with ample head room, and of proper width; large dump sink; proper distributor and spoutings.

The office should be built as close as convenient, still at the same time eliminating all the noise and dirt from the elevator.

You will find upon investigation, an elevator embodying all these features will reduce the cost of operation and maintenance, and reduce the cost of insurance to a minimum, but will not add materially to the cost of erection.

Iowa elevators, as a rule, are not of sufficient capacity, and that with increased production and decreased consumption, will demand larger elevators and better facilities.

Electric power is to be preferred, when of the right kind, as most convenient. The gasoline engine is satisfactory, so is the oil engine, the latter being cheaper to operate.

Additions to a concrete elevator must be separate, as you can not make a piece of concrete adhere to another after it has set. We have features in our new design of square bin of entire concrete house that reduce the cost to no more than that of circular bins. We are using steel for roofs.

Secy. Wells: Do you pay any attention to recommending ironclad roofs and sides?

Mr. Burrell: Yes; we do. We ask the customer what he wants.

One man who had been in business for 30 years asked me yesterday why we use steel on the roof. I said it reduced the fire risk. He said the settlement of the building will cause the steel to buckle. But I say that properly put on steel will not buckle. You will not find an up-to-date contractor putting on steel in long sheets. Shrinkage is caused by the green timber.

In the best practice the under sheet is not nailed at all at the top. If the nails are placed properly the sheet will not buckle, it will telescope. The sheets are 32 inches long and are put on independently.

The iron is put on the roof by a double-locked standing seam. Two sheets of iron are crimped together by a crimping tool, so that neither one sheet nor the other can pull away, and are nailed one foot apart.

We use a metal cornice. There is no place better for a fire to start than in the cornice. But a steel cornice brot down the side of the building makes a perfect joint. Up around the cupola we use flashing, the same as any other construction.

Secy. Wells: It is safe to say that 25 to 35 per cent of elevators are burned by sparks from engines.

F. C. Burrell: I would not use a screen in a cupola window. Screens

collect some dust and a spark can start a fire. Occasionally wash the window.

Secy. Wells: The citizens of a town would send the grain dealer to the insane asylum if they caught him washing windows.

F. C. Burrell: Another thing about an ironclad house is that you have no woodpecker holes.

In Illinois the underwriters had a system of reports from the elevator operator stating when he cleaned his elevator and how often. These reports were placed on file in the insurance office, and if after a certain time no reports came the operator would hear from the insurance company. We have advised customers for whom we were about to make repairs, to clean their elevator.

Manlifts cost \$40 to \$50; do away with that old stair, and take up 30 to 36 inches square. It takes but 19 seconds to go to top or bottom of elevator by manlift.

I would set scales so the grain has to travel the least distance to get to destination. There is a chance of loss of grain from scale to car. There is a big chance to put a draft or two in a car that should go to bin, or a draft in bin that should go to car.

We are endeavoring to educate the Iowa dealer to build elevators with two legs. It is more convenient. You can make repairs without shutting down.

We use rope for transmission. It reduces the friction and slip. There are so many things against a chain. With a U-groove you have a chance for slip, but with the V-groove you have no slip.

J. W. Radford: In Illinois I have seen well casing for loading spouts.

F. C. Burrell: You get better efficiency from the smooth casing. Nothing breaks the fall until the grain strikes the flexible spout. Tubing of 6 or 8 ins. diameter is used.

For the cupola countershaft you can use take-up bearings or take-up hangers to keep the shaft lined up.

Ear corn is as bad to handle as lump coal. We elevator builders have not been able to solve satisfactorily the problem of handling ear corn.

John Dower, chief weighmaster, St. Louis: I advise a hopper scale at the top of the house with independent foundation from ground up. You should have a garner.

F. C. Burrell: We quite frequently have calls to put in a fire escape. With a manlift the operator stands a good chance to get down in case of fire. A ladder always accompanies the manlift. An escape costs 10 cents a step.

M. E. DeWolf, chairman, reported the following resolutions, which were unanimously adopted:

Resolutions.

Weight Certificates.

Whereas, the matter of claims in process of adjustment against the railroads is of vital importance to the grain trade;

RESOLVED, that in order to expedite their adjustment and co-operate with claim departments, all dealers be urged to provide accurate means of weighing loaded cars, to provide and keep records of unquestioned accuracy. We request our secretary to provide suitable blank affidavits of weight to be furnished dealers on request and suggest that dealers fill and file their weight certificate at time of loading cars.

Delay in Unloading Cars.

Whereas, the largest losses of recent years have been experienced because of a shortage of grain cars and means for their

transportation, and it is generally understood that at eastern terminals cars are used for storage by consignees;

RESOLVED, that we endorse the efforts of Congressman Prouty to secure legislation requiring the unloading of cars within reasonable periods.

Car Shortage.

RESOLVED, that we commend the officials of the Western Grain Dealers Ass'n in their efforts through the Railroad Commission of Iowa to procure from the Interstate Commerce Commission a hearing and investigation as to the adequacy of freight equipment and urge that provision be made by law if necessary for the acquirement of the same.

Farm Storage.

We commend the work of our agricultural extension bodies and urge the department at Ames, in addition to other forms of extension work, to investigate the losses occasioned by failure to properly care for grain after it is grown and harvested.

State Crop Statistics.

Whereas, there are no statistics compiled by the state departments of Minnesota, or South Dakota showing acreage and yield by counties as is common in other states;

RESOLVED, that this association call it to the attention of the proper authorities and encourage the compilation of such statistics.

Burlap and Paper.

Whereas, the use of paper or burlap in cooping cars to be loaded with grain has materially reduced the loss in transit; therefore

RESOLVED, we recommend that the railroad companies furnish the material with proper instructions to the shippers to the end that the loss may be reduced to the minimum.

Mr. Edmonds reported for the auditing com'te that the books and the treasurer's report agreed and were correct.

The com'te on nominations reported the following choice of officers for the ensuing year and they were unanimously elected:

NEW OFFICERS.

Pres., E. A. Fields, Sioux City; vice pres., E. L. Ericson, Story City; directors, C. H. Harris, Bartlett; J. F. Westrand, Omaha, Neb.; F. B. Milligan, Jefferson; J. F. Weart, Cherokee, and N. S. Beale, Tama.

Adjourned sine die.

CONVENTION NOTES.

R. E. Sanborn represented Minneapolis.

Kansas had one representative, W. S. Washer of Atchison.

Peoria was represented by good natured Louis Mueller of the Mueller Grain Co.

Milwaukee had E. A. Armstrong, W. P. Bishop, Frank De Celle and J. A. Grisdale.

Two were present from Nebraska: Paul Bossemeyer of Superior and E. P. Dickinson of Lyons.

Lead pencils were distributed by Earl G. Cool with the compliments of P. H. Schiffin & Co.

E. H. Moreland, sec'y, and W. Z. Sharp, director, represented the Tri-State Mutual Grain Dealers' Fire Ins. Co.

John Dower, chief weighmaster of the Merchants' Exchange, and Geo. C. Martin, Jr., of Goffe & Carkener Co., represented St. Louis.

From Kansas City: Cort Addison, rep. Logan Bros. Grain Co.; H. T. Mulhall, rep. Goffe & Carkener; W. W. Simmons, rep. Ernst-Davis Grain Co., and F. A. Theis.

Des Moines was represented by S. E. Squires of the S. E. Squires Grain Co.; E. J. Nolan, scale inspector of the Western Grain Dealers' Ass'n, and C. E. Stephenson, gen. agt. W. G. D. Mut. Fire Ins. Co.

B. M. Hess, of the Hess Warming & Ventilating Co., exhibited in the hotel lobby a 2-flask tester and complete outfit consisting of torsion balance, Hess Special Balance and gas, electrical and alcohol heaters.

Omaha was represented by J. T. Buchanan, sec'y Omaha Elevator Co.; Harry E. Scott, rep. Saunders-Westrand Elevator Co.; J. B. Swearingen, mgr. United Grain Co.; Chas. Avery, O. E. Harris, J. W. Holmquist, C. J. Parrott, W. J. Smittle and R. J. Southard.

H. A. Foss, chief weighmaster, represented the Chicago Board of Trade Weighing Department. Also the Chicago Board of Trade had designated J. W. Radford, C. H. Thayer and C. E. Timberlake to speak officially for the Board on any matter that might come up for discussion.

Freeman, S. Dak., sent a breezy bunch of five including Sam Walters, John J. Walters, A. A. Wollman, M. K. Hofer and P. C. Grabber. Others from South Dakota were G. C. Clausen of Kingsbury, John J. Decker of Menno, E. T. Hanson of Trent and Julius Olson of Gayville.

Automatic scale manufacturers were well represented. For the Richardson Scale Co., W. N. Goodman, western mgr., and H. R. Miller had a scale on exhibition. For Fairbanks, Morse & Co., H. C. Kibe and J. H. Maxwell

exhibited a model of the automatic Fairbanks Continuous Weighing-Out Scale. A. S. Purves, C. F. O'Connor and F. W. Fritchek exhibited an Avery in the hotel lobby.

Chicago grain receivers were well represented by Henry A. Rumsey, A. L. Cox, eastern Iowa representative, and M. C. Brown of Omaha, western Iowa and South Dakota representative of Rumsey & Co.; Earl G. Cool of Mason City, western representative of P. H. Schiffin & Co.; Wm. Simons and E. E. Rice, rep. the Sawers Grain Co.; J. M. Adam, rep. Rosenbaum Bros.; W. H. Axtater, rep. Armour Grain Co.; W. M. Christie, rep. J. H. Dole & Co.; J. J. Fones, rep. E. W. Wagner & Co.; C. H. Thayer, A. L. Charrlin, South Dakota rep., and H. R. Bertuleit of Minneapolis, rep. C. H. Thayer & Co.; Chas. E. Timberlake and W. W. Sylvester, Ft. Dodge, rep. B. S. Wilson & Co.; D. W. Burry, F. R. Hopley, A. J. Moore and J. W. Radford.

Iowa shippers in attendance were: J. M. Addleman, West Liberty; F. W. Albee, Dooliver; Martin Ausland, Emmetsburg; J. H. Barrett, Marshalltown; N. S. Beale, Tama; C. H. Betts, Hartley.

Will Claussen, Wall Lake; M. E. DeWolf, Spencer; P. R. Frazier, Morrison; R. R. Frazier, Nevada; V. F. Frazier, Palmer; L. W. Gifford, Cedar Rapids; J. A. Gray, Onawa; C. E. Lowry, Cushing; J. L. Lowry, Oto.

Roy McElrath, Moline; F. B. Milligan, Jefferson; F. W. Milligan, Jefferson; O. K. Morrison, South English; Geo. Moulton, Fonda; C. F. Noble, Hawarden, Ia.; C. N. Ogden, Struble; J. A. O'Halloran, Clinton; Jos. Olson, Ellsworth.

George Peterson, Ellsworth; C. A. Pfund, Jewell; W. E. Reed, West Bend; E. M. Richards, Pocahontas; Bert Stoddard, Sloan; A. Streit, Ashton; O. A. Talbott, Keokuk; Fred C. Warnke, Maynard, P. G. Williamson, Paullina; C. M. Wood, Ida Grove.

GERMANY on Jan. 1 adopted a new system for fixing the price of grain on public contracts. A record is kept of the prices paid for wheat, rye, oats and barley in the interior of Germany, the prices of foreign grain not being taken into consideration. For wheat, rye and oats a good average quality is taken as a standard; for barley three standards—fine, good and medium—will be used. These prices are only used in reference to contracts made by public authorities and have no connection with private transactions. The grain trade centers at which prices are to be settled in this way are Königsburg, Danzig, Berlin, Stettin, Posen, Breslau, Gleiwitz, Madgeburg, Kiel, Hanover, Dortmund, Frankfurt-on-Main, Luisburg, Krefeld and Cologne.

STOCK EXCHANGES will be minutely regulated, if the bill introduced into Congress on Apr. 17 by Representative Neely of Kansas becomes a law. This bill wud require the incorporation of all stock exchanges listing securities of interstate corporations under penalty of being barred from the use of the mails and the telegraf. The bill wud impose severe penalties on stock exchange officials, brokers or telegraf company officials who transmit between states any business of an unincorporated exchange and wud give the Postmaster General authority to regulate transactions on stock exchanges, with particular prohibitions against "wash sales" and other manipulative transactions. The bill wud further provide for general publicity of all stock exchange transactions and for the complete publicity of the business of all companies having securities listed.



Mrs. M. C. Brown, Omaha; Mrs. C. H. Betts, Hartley Ia.; Mrs. Will Clausen, Wall Lake, Iowa.

Feedstuffs

The American Feed Manufacturers Ass'n will hold its annual meeting at Chicago, May 23 and 24.

The American Milling Co. on Apr. 28 will remove its general offices from Chicago to Peoria, Ill., to get the offices closer to the mills, in order to secure higher efficiency.

Peoria received 8,226 tons of feed and shipped 9,064 tons during March; compared with 8,776 tons received and 9,189 tons shipped during March, 1912.—John R. Lofgren, sec'y Board of Trade.

The Western Stock Food Co. has been incorporated at Anderson, Ind., by Frank E. Kimble, John C. Teegarden and Frank L. Brown, with a capital stock of \$25,000. This company will manufacture stock feeds.

The Southern Fibre Co., Portsmouth, Va., was fined \$20 for mislabelling a quantity of cotton seed meal and hulls. The government found that the feed failed to contain the percentages of protein, fat and carbohydrates stated on the label.

The Republic Milling Co., of East St. Louis, Ill., has been incorporated to manufacture all kinds of feed. The capital stock of the company is \$100,000, and the incorporators are Fred Klein, M. W. Vorhies, Arnold Thurman and Chas. J. Reed. The new company will make a specialty of mixed molasses feeds.

In order to regain possession of 247 sacks of cottonseed meal which had been seized by government inspectors, the J. Lindsay Wells Co., Memphis, Tenn., and the Ohio Valley Seed Co. agreed to show on the label that it was adulterated with seed husks. The meal had been sold as pure cottonseed meal.

Oil cake exported in the eight months prior to Mar. 1, included 47,338,653 lbs. of corn oil cake, 851,347,082 lbs. of cotton seed oil cake, and 560,930,817 lbs. of linseed oil cake; compared with 43,452,148 lbs. of corn oil cake, 970,759,646 lbs. of cotton seed oil cake, and 396,091,876 lbs. of linseed oil cake exported in the corresponding period of 1911-1912, as reported by O. P. Austin, Chief of the Bureau of Statistics.

In enforcing the weight rule of the Arkansas feed law no allowance will be permitted by the state inspectors for shrinkage. John A. Page, pure food commissioner, states: "Under the law we can make no allowance for shrinkage in feed, therefore we must insist that this provision of the law be complied with strictly. There will be no allowance for shrinkage."
* * * * A violation of this law subjects the feed to confiscation and the seller to a fine of from \$50 to \$200."

Seventy-five bags of rice in the possession of H. T. Hackney Co., Jellico, Tenn., and shipped by John S. Talmage Co., New Orleans, were seized by the government on Feb. 28, 1912, for misbranding. The rice was labeled "head rice", whereas it was found to be a mixture of head rice and broken grains or screenings. The rice was condemned, but was returned to the Talmage Co. upon the payment of the costs of the proceeding and execution of a \$250 bond.

Six cents damages were awarded Francis Duhne, Jr., a dealer and exporter of

dried brewery grains, in his suit against John C. Hattendorf, of Chicago, a manufacturer of such grains, for breach of contract. Duhne sued for \$2,914.29 damages, resulting from the non-delivery of 2,300 tons of grain. Hattendorf contended that his bookkeeper signed a contract with Duhne for too large a tonnage; that the error was discovered three days later and Duhne immediately notified of the mistake; and that 900 tons of grain were actually delivered. Duhne alleged that he bot the grain for export and was unable to secure it elsewhere.

The Oregon feed law was amended at the last session of the legislature to require manufacturers of concentrated feedstuffs to show on the container an analysis of the contents. This is the interpretation of the law made by J. D. Mickle, Dairy and Food Commissioner of that state. The law as amended requires manufacturers to file with the Dairy and Food Commissioner a statement showing the amounts of crude protein, crude fat and crude fibre in their product; the container must show a statement giving notice that this has been done; and the feedstuff must meet the analysis filed with the Commissioner.

Pure food inspectors seized 286 sacks of horse feed made by The Quaker Oats Co., while in the possession of Geo. B. Matthews & Sons, New Orleans, La. The feed was badly molded, had a bad odor and consisted of filthy, decomposed and putrid vegetable substances, all a result of damage by rain caused during the course of interstate shipment from Iowa to Louisiana. On Aug. 17, 1912, a decree was entered releasing unconditionally 112 sacks which were found to be uninjured. The remaining 174 sacks were released to the Matthews Co. on condition that they wud separate the good from the bad feed and destroy the bad feed; also, the Matthews Co. was required to sign a \$300 bond and pay the court costs.

Rulings of the U. S. Dept. of Agriculture are sometimes delayed an unreasonable time in the process of publication, as in the case of the seizure on Nov. 13, 1911, of 15,000 bus. of wheat in the Clover Leaf Elevator at Toledo, announced by the government Apr. 9, 1913, stating "Adulteration of the product was alleged in the libel for the reason that it had been thoroughly soaked with water, as a result of which and subsequent treatment in attempt to dry it, and later shipment and packing in elevators, a condition had been produced not natural in grain, which rendered it deleterious and injurious to the health of domestic animals consuming it for food, and for the further reason that the product consisted in whole or in part of a filthy, decomposed and putrid vegetable substance. On Jan. 18, 1912, Charles R. Lull and Claudius E. Metzler, claimants, having filed application for an order directing the delivery to them of said product, it was ordered by the court that it should be delivered to said claimants upon payment of the costs of the proceedings and the execution of bond in the sum of \$2,000 in conformity with section 10 of the Act."

THE POST OFFICE DEPT. has changed its instructions to mail clerks regarding the handling of grain samples. Previously these samples were dispatched in locked pouches; now, unless they bear special delivery stamps or carry 10c in ordinary postage in addition to the parcel post stamps, they will be handled the same as other parcel post matter.

Program Feed Manufacturers.

Tentatively the following program has been arranged for the fifth annual meeting of the American Feed Manufacturers Ass'n to be held at the Auditorium Hotel, Chicago, May 22-24.

Thursday, May 22. Conference of state feed control officials, feed manufacturers, officials from the U. S. Dept. of Agriculture and others interested in the proposed new federal feed law. Efforts are now being made by the executive com'te of the American Feed Manufacturers Ass'n to have at this conference all those who have been interested in the old and new Owen bills, and other feed laws which have subsequently been written or are now being prepared. It is expected that delegates will be present to represent the Ass'n of Feed Control Officials of the United States, the Millers National Federation, various associations of retail feed dealers and the Oklahoma men, who were the originators of both the first and second Owen bills.

Friday, May 23. President G. A. Chapman, Chicago, will deliver his annual address, followed by the sec'y's report; treas's report; report of executive com'te, by S. T. Edwards, Chicago; appointment of com'tes; resolutions; nomination of officers.

An address, "The Feed Industry and the Law," will be delivered by Judge Stephen A. Foster, Chicago.

Invitations have been extended to the following and it is confidently expected practically all will be present: Dr. Carl L. Alsberg, Chief of the Bureau of Chemistry, United States Department of Agriculture; Dr. Chas. D. Woods, Orono, Me.; T. L. Haecker, Chief, Division of Dairy and Animal Husbandry, University of Minnesota; W. G. Crocker, Chairman Special Legislative Committee, Millers National Federation; L. McLennan, State Feed Inspector, Oklahoma City, Okla.; Dr. G. M. MacNider, Sec'y Ass'n of Feed Control Officials of the United States; Dr. Henry Prentiss Armsby, State College, Pennsylvania, who is authority the world over on animal husbandry. Other well known men have also been invited, and such an array of experts as these should be sufficient to bring out a large attendance at the annual meeting.

ENTERTAINMENT FEATURES.—The Chicago members have had several meetings recently, laying out plans for entertaining the members and visitors. C. U. Snyder, of C. U. Snyder & Co., Chicago, is Chairman of the Entertainment Committee, which comprises all of the Chicago members. While Mr. Snyder has not thus far completed his plans, it is intended there will be a banquet and theater party Friday evening, May 23; probably a visit to the Chicago Board of Trade Saturday forenoon, and an automobile ride over the city Saturday afternoon. It is expected that many of the members and guests will have their wives along, and every attention will be paid to the ladies by the wives and daughters of the Chicago members.

A SEED DRILL that sows fertilizer 3 or 4 in. below the seed is the invention of a Sydney, New South Wales, man. By the use of this drill it is claimed an increased yield of as much as 4 bus. an acre is obtained, especially in dry seasons or in dry regions, by keeping the fertilizer away from the seed and by greatly strengthening the lower roots.

METHODS OF TESTING Small Seeds.

The importance of testing seed corn has been emphasized again and again by crop improvement ass'ns all over the country, and the results of this educational campaign have been most satisfactory. However, because of the fact that corn was always the seed that the farmer was urged to test, many people have gotten the idea that corn was the only crop which required testing, and that it was not necessary to test other seeds.

This idea is entirely erroneous. It is just as important to make a germination test of wheat or barley seed as it is corn; in fact, in many instances the test is more necessary in the case of the small seeds. The tests made on seed oats this spring indicate that the percentage of good seed is very low. Only 60% to 65% of the oat seed tests strong, and not over 75% to 80% is fit to sow. With such a low percentage, it behooves the farmer who wants a full crop to test his small seeds instead of sowing blindly.

A 100% yield cannot be expected from seeds which test 30% of weak vitality or dead. Many farmers sow an extra large amount of seed per acre to make up for the poor seed, but this results in crowding the ground with weak, light-bearing plants, and deprives the strong stalks of their share of the soil and sunlight.

The testing of small seed is very simple and requires but little time. Two methods are shown in the accompanying illustration. A piece of absorbent cotton may be placed on top of a glass of water and the seed placed on the cotton. This is a compact arrangement. The only drawback is that it is sometimes hard to examine the sprouted seeds and to calculate the percentage of strong seeds. A better way is to cut a piece of blotting paper the size of a pie plate, rule one hundred squares on it, and place one seed in each square. Sufficient water is poured into the plate to keep the blotting paper moist. In this method each seed can be easily examined without removing it and the percentages of strong, weak and dead seeds readily figured.

The Crop Improvement Com'te of the Council of Grain Exchanges is starting

a national campaign to urge the farmers to test their small seeds as well as their corn. In order to aid this work, the Com'te is prepared to furnish any county farm bureau, pure seed center, or similar organization with a fanning mill free. Application for these mills should be made to Bert Ball, Sec'y.

By using the fanning mill and making the germination test each farmer can improve the quality of his seed and increase his yield. Testing corn has proved a highly profitable precaution; testing other seeds is just as profitable.

CROP IMPROVEMENT.

The Crop Ass'n of Muscatine County, Ia., has received \$1,000 from the Council of Grain Exchanges.

The Seed Improvement Com'te of the Council of North American Grain Exchanges was recently given \$5,000 by the Chicago Board of Trade to aid it in its work.

Green County, Mo., has received \$1,000 from the Crop Improvement Com'te to aid in paying the salary of a farming expert. This is the 71st county to take advantage of this fund.

To the 13 boys in Lucas County, Ohio, who raise the most and best corn on an acre of ground this year, the Toledo Produce Exchange, Board of Trade, J. F. Zahm & Co., and several other public-spirited concerns will award a free trip to Washington.

Chas. B. Riley, Sec'y, Indiana Grain Dealers Ass'n, has issued a yellow card to be hung in the elevator office, entitled "Corn Mathematics". The card shows the increased yield resulting from an improved stand of corn, and also gives six ways in which the stand can be improved.

The Champaign County Soil Improvement Ass'n is appealing to the business men of Champaign, Ill., to aid the fund for paying the salary of a soil expert. The farmers have contributed \$8,400, payable in three yearly installments, the government will give \$3,600, and it is hoped that the business men will add another \$1,000 more. This fund the Ass'n believes will be sufficient to enable it to carry out its plans.

MULLINGS OF A GRAIN

Trader;

BY BUD.

Why some grain traders go insane: Mulling over "crop expert" reports and deciding "to buy, or not to buy."

It is snowing again, but we don't get the drift—of the crop reports.

At this writing very few crop damage reports yet received. There will be a "flood" later, either of big rains or bad reports.

They say "corners" are things of the past but we hope that the "corners" will keep growing.

Now commences the cry: "What will the Harvest be?" Travel and "get wise."

At the tap of the bell. This sounds like the beginning of a prize fight, but is only the "opening" of the market.

"You should worry." Buy five wheat and get a wrinkle.

They say corn will go higher. The man "higher up" knows, but he won't tell.

Seven years of corn famine out West. Will the old parable hold good this year and have "plenty."

To the "cannery" with these old worn out head lines, "The market was dull and lower." "The cash did not follow the options," etc. Start something new, Mr. Reporter.

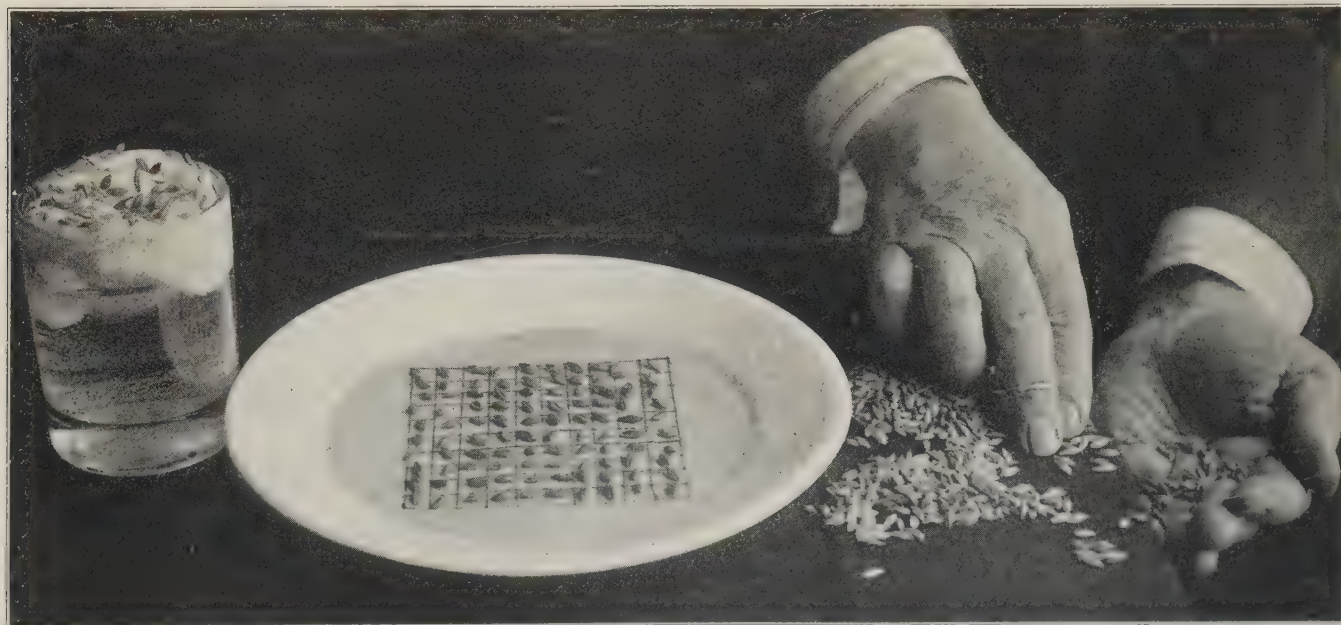
Dreaming in front of the blackboard and "getting rich" and then hear your broker softly "calling" "five hundred more, please."

Oh, to be a grain magnate, but what's the use, we will all be turned into grain maggots eventually.

We appreciate the Grain Dealers Journal. It is worth the price and always interesting.—E. Blankenburg, of E. Blankenburg & Co., Henry, S. D.

I enjoy the Grain Dealers Journal very much.—W. C. Boyle, mgr., Farmers Elvtr. & Sup. Co., Morning Sun, Ia.

A man in the grain business cannot get along without the Grain Dealers Journal.—Louis Peterson, mgr., Farmers Elvtr. Co., Culbertson, Mont.



Two ways of testing small seeds—absorbent cotton on glass of water and ruled blotting paper in shallow dish.

Seeds

The floods have caused the loss of most of the clover in the river bottom lands.—U. G. Barnes, agt. Plainville Mlg. Co., Plainville, Ind.

Parasites that will destroy the alfalfa weevil have been discovered in Italy by W. R. Thompson of the Bureau of Entomology. A shipment of these parasites is on its way to America.

Walter R. Block, of Evansville, Ind., has purchased an interest in the Champaign Seed Co., and has become its vice-pres. Mr. Block is a graduate of the University of Illinois Agricultural School.

Peoria received 510,000 lbs. of seed and shipped 120,000 lbs. during March; compared with 120,000 lbs. received and 30,000 lbs. shipped during March, 1912.—John R. Lofgren, sec'y. Board of Trade.

Col. C. W. Gurney, pres. of the Gurney Seed Co., Yankton, S. D., died Mar. 26, at the age of 73. Mr. Gurney was a veteran of the Civil War and took great interest in the public welfare. He leaves a wife and eleven children.

The Monroe Seed Corporation, Rochester, N. Y., was recently incorporated with a capital stock of \$5,000 to deal in seeds, produce, grain, etc. The incorporators are William E. Bernice B. Housel and John M. Sheperd, all of Rochester, N. Y.

The spring demand for timothy seed is about over and buyers are evidently intending to carry into another crop. The wet weather is starting a heavy grass crop, indicating possibilities for another big crop of timothy seed.—Somers, Jones & Co.

The stock of canary-bird seed in Turkey in December, 1912, was estimated at 30,000 sacks (the sacks vary in weight from 200 to 300 lbs.). The price of this seed at Turkish ports ranges from 2.41c to 3.14c per lb., the present high prices being probably due to the war.

The free seed testing laboratory provided for in the new Minnesota seed law will be opened July 1. Under this law any citizen may send samples to the laboratory for testing. The University of Minnesota experts have been testing between 1,500 and 2,000 seed samples every year for some time past, but it is expected that the number of samples received will hereafter be much larger.

Millet seed in Russia is shelled and boiled to a porridge and forms an important item of food. It is also used for feeding dogs, young chickens and other stock. The seed is also fermented, forming a beerlike beverage known as boozza, which, altho turbid and of an uninviting appearance, has a pleasant taste and is considered refreshing and strengthening.

Toledo received 840 bags of clover seed during the week ending Apr. 19, compared with 960 bags received last year. This brings total receipts this season to 49,886 bags; compared with 38,219 bags received up to this date last year. Clover seed shipments amounted to 3,278 bags, compared with 2,880 bags for the corresponding week last year. Shipments this season total 59,464 bags; compared with 45,476 bags shipped up to this date last year. Alsike receipts were 105 bags for week ending Apr. 19; compared with 80 bags a year ago. Total receipts of alsike for this season are 4,841 bags; compared with 8,187 bags received up to this date last season. Shipments were 308

bags for week, compared with 848 bags shipped last week. Timothy seed figures are: Receipts for week ending Apr. 19 were 176 bags, compared with 780 bags a year ago; receipts for season to date, 49,953 bags, against 36,475 bags for preceding season; shipments for the week were 1,091 bags; for season to date 39,409 bags.

Clover has found winter conditions to its liking; no dangerous freeze-and-thaw weather. The crop is now a fine promise—but only a promise. The market news for the next few months will lack vitality. Depressing crop news offers opportunity for profitable accumulation of October futures—a scale up or down, according to the trend. Six dollar seed is a possibility, but the farmer may not consent to be a party to such an arrangement. Extremely high prices have brought out all available seed. The possible carry-over is small.—Southworth & Co.

The importance of testing seed is again strongly emphasized by the experts of the Minnesota Experiment Station. After making hundreds of tests, W. L. Oswald, in charge of the Seed Laboratory, finds that the seed samples vary greatly and he urges farmers to test their seed. The germinating power of the alfalfa samples averaged 75%, whereas seed testing 85% or better should only be planted. Field corn tested 89%, red clover 79%, alsike 79%, oats, 87%, red top 44%, and wheat 91%, compared with the standards demanded of 90-95%, 85-90%, 75-80%, 90-95%, 65-70%, and 90-95%, respectively. The farmer who plants seed without first testing it is taking unnecessary chances. A 100% yield cannot be expected from a 60% seed.

German imports and exports of seeds from and to the United States fluctuate greatly, depending chiefly on the price of the seed and the extent of the German crop. In 1912 Germany imported 21,635 metric tons of red clover, 2 metric tons of which came from this country. Total imports of white and other clover seeds amounted to 6,774 metric tons, United States furnishing 216 tons of this. Rye grass and timothy was imported to the extent of 9,210 metric tons, 1,721 tons coming from United States. Germany also imported 7,869 tons of canary and other seeds, buying 1,249 tons from this country. Germany's seed exports in 1912 were as follows (all in metric tons): red clover, total 7,269, to U. S., 3,558; white and other clover, total 3,326, to U. S., 773; rye grass and timothy, total 1,083, to U. S., none; and canary and other seeds total 2,428, to U. S., 179.

Several dealers in western Canada and a few in Ontario have purchased seed from United States firms without any guarantee or grade and without having a sample tested. In some cases the seed is prohibited from sale in Canada, and the dealers are having difficulty in making any readjustment, as the firms they bot from refuse to take back the seed, and they cannot be held responsible under the Canadian law. Dealers purchasing from United States firms wud do well to protect themselves by insisting on a guarantee that the seed supplied will comply with the Seed Control Act.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont.

Imports of seeds during the eight months prior to Mar. 1 included 3,836,301 bus. of flaxseed and 17,092,291 lbs. of clover seed; compared with 3,155,168 bus. of flaxseed and 24,655,158 lbs. of clover seed imported during the corresponding period of 1911-1912. Exports during the eight months included 4,345,222 lbs. of clover seed, 13,887,918 lbs. of timothy

seed, and 16,093 bus. of flaxseed; compared with 1,535,887 lbs. of clover seed, 3,732,868 lbs. of timothy seed, and 658 bus. of flaxseed exported in the corresponding period of 1911-1912. Exports of foreign seeds during the eight months prior to Mar. 1 included 1,206 lbs. of clover seed and no flaxseed; compared with 128 lbs. of clover seed and 21,919 bus. of flaxseed exported during the corresponding period of 1911-1912, as reported by O. P. Austin, Chief of the Bureau of Statistics.

Chicago received during the week ending Apr. 19 863,000 lbs. timothy seed, 5,000 lbs. clover seed, 520,000 lbs. other grass seeds, and 10,000 bus. flaxseed, against 8,100 lbs. timothy seed, 75,500 lbs. clover seed, 258,000 lbs. other grass seeds, and 17,300 bus. flaxseed during the corresponding week in 1912. Shipments for the week have been 1,494,000 lbs. timothy seed, 194,000 lbs. clover seed, 649,000 lbs. other grass seeds, and 1,000 bus. flaxseed; against 209,400 lbs. timothy seed, 73,500 lbs. clover seed, 320,000 lbs. other grass seeds, and 10,600 bus. flaxseed during the corresponding week of 1912.

THE ALFALFA SEED QUARANTINE.

Grain Dealers Journal: California had a quarantine against our alfalfa seed. Under certain conditions, however, this quarantine regulation has been modified during the past month and is now only operating against three counties of our state. These counties are Oneida, Bannock and Bear Lake. Since no seed is produced in these counties the matter is not at all serious.

The state of Idaho has also quarantined against these three counties in the shipment of hay and alfalfa seed unless the seed is contained in new linen bags that may be fumigated. So far there have only been two small sections in this state in which alfalfa weevil has been found, and we do not look for any material spread of this insect in the next few years since the state is making provision to control its distribution.—W. L. Carlyle, Director University of Idaho College of Agriculture, Moscow, Ida.

Grain Dealers Journal: We have not quarantined against alfalfa seed from Idaho, but only receive such seed from Idaho, Utah and Wyoming with the understanding that it shall be thoroughly fumigated at both ends of the line.

The quarantine order reads as follows: Whereas, Alfalfa fields in the states of Utah, Wyoming and Idaho are infested with the alfalfa weevil (*phytonomus posticus*):

Ordered and declared that a quarantine be, and is, hereby established against the importation into California from the states of Utah, Wyoming and that portion of Idaho bounded as follows: On the north by the 43d parallel north latitude, on the east by the State of Wyoming, on the south by the State of Utah, on the west by the 113th meridian west longitude and on the northwest by the Snake River in the State of Idaho.

Ordered and declared that no alfalfa seed from the infested districts shall be received into California except upon compliance with the following conditions: Every lot of alfalfa seed from the infested districts must be enclosed in a container sufficiently tight to prevent the egress of any alfalfa weevils, should any be enclosed, and must be shipped either to a quarantine officer of the State of California or to a quarantine guardian or other person authorized in writing by the State Commissioner of Horticulture to receive it; and every lot of such seed must be delivered at such freight or express office as shall be designated by said state quarantine officer, quarantine guardian or other authorized person, and held by him in quarantine and sufficiently treated until in his judgment the lot should be released. All expense incurred in treating for disinfections of such lot of alfalfa seed shall be paid by the consignee or owner, and the alfalfa

seed shall not be released until the same is paid.

This order was issued by Governor Johnson Feb. 27 as an amendment to the order of Dec. 17, and shows exactly the stand we take.—A. J. Cook, State Commissioner of Horticulture, Sacramento, Cal.

From the Seed Trade.

La Crosse, Wis.—The usual amount of clover seed, alsike, alfalfa and blue grass will be sown this year. The acreage of timothy and potatoes will be considerably under that of 1912. An increased acreage will be sown in vegetables. Other crops will run about like last year.—John A. Salzer Seed Co.

St. Louis, Mo.—Kentucky blue grass and timothy were good crops, and some seed will probably be carried over. The yield of redtop seed was fair, but red clover seed was a light crop and the supplies are much reduced. Millet and sorghum seed crops seem to equal requirements, and the crop of Prince Charles ensilage corn is fair. Alsike and alfalfa seeds are not harvested in quantity around St. Louis.—Chas. E. Prunty.

ORCHARD GRASS SEED.

The restricted area over which this seed is produced on a large scale makes the growing of orchard grass a very definite enterprise. The orchard grass seed of this country is produced almost entirely in Kentucky, Ohio, and Indiana. In these states it is a cash crop and in most cases the growing of other crops is more or less subordinate to it.

Large fields are grown for seed, and the seed is harvested much in the same manner as wheat. On account of the concentrated area of the production buyers from the wholesale houses and jobbers appear on the ground to contract for seed considerably in advance of the harvest. It may be said that a large proportion of the orchard grass seed crop is sold by the farmers to the jobbers and wholesale dealers and that a comparatively small quantity is handled by the local seedsmen. Orchard grass seed is not on grades which are established by common consent. The transactions are usually strictly on a cash basis.

The main diversion points of orchard grass seed are Louisville, La Grange, and Shelbyville, Ky.; Charleston and Jeffersonville, Ind., and Cincinnati, O.

Farmers in Kentucky, Indiana, and Ohio are usually well posted on the market for orchard grass seed, but those without this region, especially in Tennessee, Virginia, and West Virginia where the seed is incidental, are very much in need of market information.—Geo. K. Holmes, statistical scientist, in Report 98, U. S. Dept. of Agriculture.

MARKETING CLOVER SEED.

The clover seed of the country is for the most part produced in comparatively small quantities, but upon a great number of individual farms. The clover seed crop is more or less uncertain upon any given farm, and the heaviest producer of seed one year may not produce any surplus the following season. This uncertainty in the source of the supply handicaps the development of a special organization standing between the farmer and the wholesale seed houses. The role of collector of seed from the individual farmer is often filled by some country or town merchant who carries this on as a side line. Quite often such a merchant

finds it to his advantage to install a small cleaning machine so that the heterogeneous lots of seed as regards quality and purity can be reduced to a common standard before the bulked seed is shipped to the wholesale houses.

The numerous small shipments of seed received by the wholesale houses are still further cleaned when necessary. The cleanings are in some cases returned to the shipper as evidence of deduction in weight, when seed is purchased on a re-cleaned basis. In a few cases the local merchants sell the seed brot in by farmers at retail and wholesale to the trade, carrying this on as an important adjunct to their regular businesses. An instance of this is in Chinook, Mont.

The farmer ordinarily disposes of his surplus soon after harvest. The hulling operations are ordinarily not completed until November and the retail movement of the re-cleaned seed is in full sway before the end of February. Local hardware merchants are ordinarily the agents for the collecting and forwarding of the seed to the wholesale houses. They also frequently retail clover seed the following spring.—From Report No. 98 by Geo. K. Holmes, statistical scientist, U. S. Dept. of Agriculture.

Why do any regular grain dealers overlook this business which properly belongs to them?

A BILL to prevent the use of the mails for stock gambling purposes was introduced by Senator Ashurst in the United States Senate on Apr. 21.

MANCHURIAN bean and grain exports in 1912 decreased 33% under the exports in 1911, according to figures prepared by the Chinese Eastern Ry. The disturbances in northern Manchuria and the high prices as compared with prices in London are given as reasons for the large decrease.

A GUY WIRE bracing a pole carrying high voltage electric wires became charged with electricity due to the insulation burning off the wires and brot about the death of Selby Clark, a miller of Glasgow, Ky. Mr. Clark noticed that the pole was burning, and on investigating he accidentally touched the live guy wire. He was instantly killed. Caution should be observed in the neighborhood of electric power lines, and especially when something evidently is wrong.

CO-OPERATIVE ELEVATOR at Dodge City, Kan.

Dodge City, Kan., is the county seat of Ford County and its largest town. It is located on the Santa Fe, and is also a terminal of the Rock Island System, the only two lines of railway which run thru this county. It is a distributing point for an extensive territory, and is a very advantageous place to locate an elevator.

The Farmers Elevator & Supply Co.'s elevator at this point is of studded construction with iron roof and iron siding. The building is 32x34 ft. and 30 ft. high, built on a substantial concrete foundation.

The six storage bins, with a capacity of 3,000 bus. each, are arranged three on each side of the working floor. Over the working floor are a cleaner bin, shipping bin, and hopper scale bin. For storing different kinds of feed and seed, six bins are built over the driveway.

Attached to the elevator, between the main building and the office is a leanto 14 ft. by 28 ft., used for storing mill feed. The office and engine room are combined in one structure, a one-story, iron clad building detached 16 ft. from the elevator. Power is furnished by a 25 h. p. electric motor. The office is furnished with all up-to-date appliances, including an adding machine.

The elevator is equipped with two legs, having 11x6 in. cups, one double dump, a Hall Distributor, No. 8 Bowsher Mill, Eureka Receiving Separator, Mattoon Car Loader, a 400-bu. hopper scale, and a 22x8-ft. wagon scale, long enough to weigh both team and load.

From an insurance standpoint the elevator is well designed. The builders succeeded in erecting a structure that has a low fire hazard without greatly increasing the cost of construction. Some decrease in the insurance rate wud have resulted by equipping the elevator with a system of lightning rods.

The Farmers Elevator & Supply Co. was organized nine years ago, and during the first six years in business experienced ups and downs. Three years ago a new policy was adopted. The elevator was placed in the hands of a well-paid manager, who was given a free hand to manage the enterprise on sound business principles. Since then the elevator has proven a big success, and is now firmly on its feet.



Farmers Elevator at Dodge City, Kan., 1913.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Laser Grain Co. has been made defendant in two suits to recover damages for the alleged failure to accept flour shipments. The Hutchinson Flour Mills Co. of Hutchinson, Kan., has brot suit for \$600 and the Queen Mfg. Co. of Caldwell, Kan., a suit for \$750.

ARIZONA.

Phoenix, Ariz.—The Sturges Hay & Grain Co. has installed a roller barley mill in its elvtr.

CALIFORNIA.

Long Beach, Cal.—Frank Gess has bot an interest in the grain business here.

Long Beach, Cal.—The Newmark Grain Co., connected with the Gt. Western Mfg. Co., of Los Angeles, will build a warehouse and docks.

Los Angeles, Cal.—The Kansas & Pacific Flour & Grain Co. incorporated; capital stock, \$2,500; incorporators, I. M. Yost of Kansas City, Mo., and others.

CANADA.

Kenville, Man.—The Grain Growers Grain Co. contemplates building an elvtr.

Raleigh, Sask.—Dawson-McEwen & Co. of Melfort will build an elvtr. here.

Grenfell, Sask.—The Grenfell Farmers Elvtr. Co., Ltd., has been incorporated.

Saskatoon, Sask.—The Board of Trade is making an effort to secure a site for an elvtr.

Humboldt, Sask.—The McNabb Mfg. Co. of Saskatoon will build a \$20,000 mill and elvtr. here.

Winnipeg, Man.—John MacLean, head of the MacLean Grain Co., died Apr. 9 at the age of 60.

Winnipeg, Man.—The Traders Bldg. Ass'n will build a \$500,000 addition to the Grain Exchange Bldg.

Herbert, Sask.—The Saskatchewan Co-operative Elvtr. Co. will build an elvtr. at this point, according to report.

Stonewall, Man.—James McIntyre is pres. of the recently organized branch of the Grain Growers Grain Co. at this station.

Athabasca Landing, Alta.—The Peace River Trading & Land Co. has bot the business of the Athabasca Grain & Produce Co.

Brandon, Man.—This city is taking steps to secure one of the interior terminal elvtrs. to be established by the grain commissioners.

Bowden, Alta.—The Agriculture Society will either sell its elvtr. to the Alberta Pacific Elvtr. Co. or will tear it down and rebuild it at another station.

North Battleford, Sask.—The Grain Commissioners have been requested to consider this city as a proper site for one of the interior terminal elvtrs. to be erected by the government.

Macleod, Alta.—A delegation of 20 grain men, recently went to Edmonton, to appear before the grain commissioners in an effort to secure the establishment of a terminal elvtr. here.

Port Coquitlam, B. C.—Davidson & Smith, of Ft. William, Ont., will build an elvtr. and milling plant on the Pitt River, as soon as the government adopts the recommendation of the grain commissioners to erect terminal elvtrs. on the Pacific Coast. The plant will cost \$600,000.

Lethbridge, Alta.—James Cameron, buyer for the Taylor Mfg. Co., was found dead in an oat bin in the elvtr., Mar. 26. Just before closing time, Mr. Cameron went to the top of the elvtr. to ascertain how many bus. of oats were left in the bin and was not seen alive again. How he happened to fall into the bin is a mystery.

Winnipeg, Man.—The Can. Pac. Ry. Co. is enlarging its terminal facilities at this market, and in addition to new engine houses, repair shops, etc., is building a 1,000,000-bu. transfer elvtr. of re-enforced concrete thruout, with facilities for receiving, cleaning and loading 12 cars per hour, and to dry 1,000 bus. of grain in the same time. One hundred and forty cylindrical concrete bins will give the required capacity and they will be so built as to allow for future additions up to 15,000,000 bus. All machinery will be operated by electricity. The Barnett & McQueen Co. has the contract.

COLORADO.

Grover, Colo.—J. N. Durbin is interested in the erection of a 10,000-bu. elvtr.

Denver, Colo.—Geo. W. Crowell, senior member of Crowell Bros. of Alva, Okla., has opened a branch office in this city.

Fleming, Colo.—The Farmers Elvtr., Mfg. & Supply Co. has let contract for an 18,000-bu. elvtr. to the R. M. Van Ness Constr. Co.

Flagler, Colo.—The Flagler Grain Co. and Watters Bros. are now in the grain business at this station. W. H. Lavington and J. A. White are out of business.

Pueblo, Colo.—Several of the Colorado grain firms outside of Denver are members of the Denver Grain Exchange and have their grain inspected when it reaches Denver. The work of the Exchange has proven to be very beneficial to the Colorado grain dealers and I am under the impression that the Colorado Grain Dealers Ass'n will be merged with the Denver Grain Exchange in the near future.—J. F. Springle, Sec'y Colorado Grain Dealers Ass'n.

IDAHO.

Grangeville, Ida.—The members of the com'te appointed by the Farmers Union to investigate the proposition of building elvtrs. here and at Fenn, have recommended the erection of two 110,000-bu. elvtrs. at the points named. Henry Meyers, F. M. Bowman, L. Castle, G. Wilkin, M. I. Cross and A. Rode composed the com'te.

ILLINOIS.

Freeport, Ill.—Rosenstiel & Co. will build a warehouse.

Cropsy, Ill.—The Farmers Elvtr. Co. is repairing its elvtr.

Rochelle, Ill.—Morris Kent is overhauling and repairing his elvtr.

Borton, Ill.—L. J. Kaiser will build an elvtr. on the C. H. & D.

Malden, Ill.—The Farmers Elvtr. Co. has installed an electric motor.

Loraine, Ill.—John Gunn will build a 7,000-bu. elvtr. at this station.

Windsor, Ill.—The Windsor Grain Co. will rebuild its elvtr. burned Mar. 13.

Lilley, Ill.—The elvtr. of the Zorn Grain Co. at this station has been sold.

Watseka, Ill.—G. H. Ricketts, mgr. of the Farmers Grain Co., has resigned.

Geneseo, Ill.—Arnold & Rupp have discontinued their grain business here.

Decatur, Ill.—Miller & Connor have moved to a new location in the city.

Martins Crossing, Alexis p. o., Ill.—Farmers are organizing an elvtr. company.

Morris, Ill.—Story Matteson, a member of the Morris Grain Co., died recently.

Merritt, Ill.—Farmers are talking of rebuilding the elvtr. that burned Dec. 31, 1912.

Peoria, Ill.—The Central City Elvtr. Co. is considering the erection of a new elvtr. here.

Tampico, Ill.—The Farmers Elvtr. Co. has leased the elvtr. of the Neola Elvtr. Co. at this station.

Walnut Grove, Ill.—S. P. Cunningham, formerly mgr. at Toluca, is now mgr. of the Farmers Elvtr. Co.

Cuba, Ill.—Lewis Kuszmaul is interested in the organization of a farmers elvtr. company at this station.

Albers, Ill.—I will be agt. for G. Netemeyer, operating the elvtr. recently bot of Emil Haas.—Wm. Netemeyer.

The annual meeting of the Illinois Grain Dealers Ass'n will be held at the La Salle Hotel, Chicago, June 3 and 4.

West Ridge, Ill.—C. E. Hitch has succeeded Hitch Bros., his brother, J. Q. Hitch, having moved to Montana.

Fogarty sta., Broadwell p. o., Ill.—The Farmers Grain & Coal Co. has increased its capital stock from \$6,000 to \$8,000.

Phelps, Ill.—F. H. Curtis of Larchland, has bot the elvtr. of S. C. Bartlett & Co. and will retain H. E. Shughart as mgr.

Alvin, Ill.—The Farmers Elvtr. Co. will install a motor as soon as arrangements for a current from Hoopeston can be made.

Dana, Ill.—The Dana Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, M. F. Bane, J. B. and Geo. Klendworth.

Springfield, Ill.—Miss Pella Swift, daughter of C. O. Swift, mgr. of the Hasecwinke Grain Co., was married Apr. 22, to T. J. Palmer.

Cabery, Ill.—The elvtr. of Garrett Nugent, which has been operated by the Kempton Farmers Elvtr. Co. since 1908, will be sold.

Oakland, Ill.—We have bot the elvtr. of L. J. Kaiser at this station and operate as the Oakland Grain & Coal Co.—Palmer & Peck.

Decatur, Ill.—The value of the estate of the late D. S. Shellabarger of the Shellabarger Mill & Elvtr. Co. has been placed at more than \$700,000.

Bondville, Ill.—J. Q. Hitch has sold his elvtr. on the Ill. Cent. R. R. to M. A. Kirk & Co. and moved to Hobson, Mont., where he has bot a stock ranch.

Sandwich, Ill.—At the recent annual meeting of the Farmers Elvtr. Co. it was decided to increase the capital stock of the company from \$10,000 to \$20,000.

Jamesburg, Ill.—Pat Jordan, mgr. of the Rogers Grain Co., while operating a circular saw, caught his arm in the saw and will probably loose it as a result of the accident.

Peoria, Ill.—J. M. VanNuys of St. Louis, Mo., has opened an office in the Chamber of Commerce Bldg. and will buy grain for the Pekin plant of the American Corn Products Co.

Decatur, Ill.—The many members of the Illinois Grain Dealers Ass'n will regret to learn that Clay Johnson has resigned his position as scale inspector of the Illinois Grain Dealers Ass'n.

Arenzville, Ill.—Henry L. Meyer has been elected mgr. of the Arenzville-Hagener Farmers Grain Co. to fill the vacancy caused by the recent death of G. H. Klocker, former mgr.

Assumption, Ill.—The Lacharite Grain Co. will build a 50,000-bu. elvtr. on the site of the building just torn down. The equipment will include a 1,000-bu. cleaner and sheller. W. H. Wenholz has the contract for the building and the Union Iron Works will furnish the machinery.

Clare, Ill.—The North Side Lbr. Co. of Sycamore will increase the capacity of its elvtr. at this station and remodel the house. The Burrell Engineering & Constr. Co. has the contract.

Oakland, Ill.—The Fanning Broom Corn Seed Co. is composed of W. P. Fanning, who will not pay voluntarily and a judgment against him could not be collected.—F. C. Winkler, atty. at law.

Springfield, Ill.—The 75,000-bu. elvtr. of the Central Illinois Grain Co. is nearing completion and will be ready for operation in a few days. It has 23 bins, two unloading and two house legs.

Wellington, Ill.—Boughton Bros. will take over the grain, lumber and coal business of J. D. Rothgeb & Co., May 1, Mr. Rothgeb retiring from the grain business. They will install a 20-h.p. kerosene engine.

Moweaqua, Ill.—Geo. Dixon of Dalton City has bot the elvtr. of Primer & Housh, who sold it to W. G. Thompson. Mr. Thompson traded it with other property to Galden & Wilroy, who have in turn sold it to Dixon.

Decatur, Ill.—Work has been started on the foundations of the new elvtr. of the E. A. Staley Co., which will be 140 ft. high and have a capacity of 500,000 bus. of corn. The building will rest on 300 steel bound piles, driven 40 ft. into the ground.

Lena, Ill.—A. W. Reeder, sec'y of the John Reeder & Son Elvtr. Co., died Apr. 13, after a brief illness. He attended to his duties in the elvtr. until noon the day before his death. He was 45 years old and was the son of John Reeder, pres. of the company which operates as the Lena Grain Co.

Chatham, Ill.—We have let contract to W. H. Wenzel for a 35,000-bu. elvtr. to be equipped with Pitless sheller, roller screen cleaner, signaling grain distributor and two elvtr. legs. The machinery will be furnished by the Union Iron Works and the elvtr. will replace the one burned Oct. 15, 1912.—Chatham Elvtr. Co.

Mt. Pulaski, Ill.—We are building a 40,000-bu. elvtr. and our equipment will include 3 elvtr. legs, with elevating capacity of 6,000 bus. per hour, No. 23 Western Sheller, No. 33 Western Gyrating Cleaner, gravity loading, 3 dumps and improved Western Distributors.—Mt. Pulaski Grain Co.—The Decatur Constr. Co. has the contract.

Urbana, Ill.—On next Tuesday evening at the home of Mr. and Mrs. S. W. Strong, 905 Green St., this city, will occur the wedding of their daughter LaDella to Walter V. Turner, mgr. of the Gas Belt Electric Co. of Deadwood and Lead, S. D. The good wishes of their host of friends will follow them to their new home in Deadwood.

Dixon, Ill.—The Dixon Cereal & Feed Co. has been incorporated by J. A. Forrest, Gordon Utley and H. T. Noble. The Forrest-Utley Co. and the Dixon Cereal Co. have been consolidated and reorganized and the new company is the result. J. A. Forrest, Sr., of the Dixon Cereal Co., will retire from business after 60 years of active service.

Mattoon, Ill.—The Farmers Grain Co. has decided not to rebuild the elvtr. burned Oct. 22, 1912, it being held by many of the stockholders, including Pres. Morris of the board of directors, that the elvtr. never was a paying proposition. In the 10 years of its existence, it is alleged, the company has failed, because of poor management, to be of much benefit to those financially interested.

Springfield, Ill.—Representative Tice has introduced a bill in the House appropriating \$300,000 each for the years 1913 and 1914, to build and maintain state aid roads, and Representative Tifton an anti-trust measure aimed to prevent price fixing or combinations made arbitrarily to control competition and supply of commodities and providing for criminal prosecution for violation. Another bill introduced by Representative Devine authorizes the employment of convicts in the preparation of road

building materials and in work on public roads.

Senate Bill 330, recently introduced by Senator Daily, is identical with H. B. 277, introduced by Representative Gorman and relates to the sweeping of grain cars and the selling of the sweepings. Grain dealers shud support these bills and aid in securing their passage. A law of this kind will do away with the almost constant theft of grain in the yards and will mean dollars in the pockets of the grain men of the state. Write your representatives and senators urging the support of the bill, opposition to its passage is expected and your aid is needed.

Bondville, Ill.—S. G. Crawford has let the contract for his new elvtr. to the Wenzel Constr. Co. The elvtr. will be 30x32 ft. on a concrete foundation, 10 in. wide, 3 ft. high and will have a 32 in. footing. The basement will also be of concrete, and the house will be 40 ft. to the plate and 60 to the cupola. The equipment will include two dumps, a 5x12 in. and a 6½x14 in. cups, cast iron distributing spouts, and Richardson Automatic Scale. The building will be of frame covered with galvanized iron and will contain 8 bins having a capacity of 25,000 bus.

Receipts of grain at Peoria during March included 204,000 bus. of wheat, 1,159,167 of corn, 610,364 of oats, 340,600 of barley and 85,000 bus. of rye; compared with 82,800 bus. of wheat, 1,049,695 of corn, 614,513 of oats, 140,132 of barley and 8,400 bus. of rye received during March, 1912. Shipments for the month included 185,000 bus. of wheat, 1,049,695 of corn, 614,513 of oats, 180,697 of barley and 38,570 bus. of rye; compared with 75,127 bus. of wheat, 514,208 of corn, 800,802 of oats, 76,889 of barley and 6,400 bus. of rye shipped during March, 1912.—John R. Lofgren, sec'y Board of Trade.

Members of the Illinois Grain Dealers Ass'n should bear in mind that the officers to be elected at the annual meeting in Chicago June 3 and 4 will be selected by ballot, on the first day of the convention. Section 3 of Article 4 of the constitution and by-laws adopted at last year's meeting provides that the candidates receiving the majority of the votes for pres., vice pres. and treas. shall be declared elected, and the candidates receiving the highest number of votes for directors shall be declared elected. Another innovation is that each membership will be permitted to cast but one vote.

Springfield, Ill.—The Supreme Court affirmed the judgment of the Appellate court, Apr. 19, in the case of Edwin Beggs vs. the Postal Telegraph & Cable Co., holding the defendant liable for the damages resulting from delay in the transmission of messages. In 1900 Beggs thru his ag'ts, H. I. Baldwin & Co. of Decatur, sent a message in cipher to the Nye & Jenks Grain Co. at Chicago relating to the sale of several hundred thousand bushels of grain. The message was delayed and as a result Beggs alleged he incurred heavy damages. The first trial resulted in judgment for \$1,125, but this judgment was reversed. After the case was reinstated in the Circuit Court a second trial resulted in a judgment for \$750, and was affirmed by the Appellate Court.

Springfield, Ill.—The Public Utilities Bill, as recommended by Governor Dunne, provides for the abolition of the present state railroad and warehouse commission. It contains provisions for appeals to the circuit courts and then the Supreme Court from all rulings of both the state commission and the local municipal commission. The law is to become operative in all cities of the state under 25,000 population upon its going into effect, and leaves it optional with the cities of more than 25,000 population as to whether they will avail themselves of the enabling legislation and establish a local commission for the regulation of all utilities. Should the bill become a law the commission would have the power arbitrarily to fix the price of gas and electricity, determine reasonable telephone and telegraph rates, the service of

all street railway and steam roads, warehouses, and every kind of a corporation that in any way affected the general public from the utility standpoint. The bill will probably go to the General Assembly some time during the week of Apr. 28.

CHICAGO NOTES.

Milton I. Smith, a former Board of Trade member, was found dead in bed in his home, Apr. 10.

Members of the Board of Trade have voted against a change in the anti-corner rule, the vote standing 516 against 162.

Thomas F. Costello, track inspector, it is said, will be promoted May 1 to the office of chief supervising inspector of the Illinois State Grain Inspection Dept.

The work of driving piles for the foundation of the new elvtr. of the Calumet Grain & Elvtr. Co. has been started by Jas. Stewart & Co., who have the contract.

Wm. Johnson of Goderich, Ont., lost his footing while unloading grain from the steamer F. M. Parent in the Chicago River and fell 30 ft., fracturing his skull. It is feared his injuries will prove fatal.

Frank N. Thayer has been suspended from the Board of Trade for failure to meet his outstanding obligations. Thayer is not a relative nor is he connected in any way with the firm of C. H. Thayer & Co.

W. Scott Cowen, formerly chief state grain inspector, was presented with a diamond watch by members of the inspection dept. as a remembrance of his nine years of service. John P. Gibbons, the new chief, took charge of the dept. Apr. 13.

Samuel H. Smith, chief supervising inspector of the Illinois State Grain Inspection Dept., has resigned the office, effective May 1. Mr. Smith has been connected with the inspection department for 36 years, and in his retirement the state will lose a grain expert of the highest reputation.

CHICAGO CALLERS: Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.; Clay Johnson, official scale inspector of Illinois Grain Dealers Ass'n, Decatur, Ill.; S. W. Strong, sec'y Grain Dealers Ass'n, Urbana, Ill.; John W. Snyder, Baltimore, Md.; P. E. Goodrich, Winchester, Ind.

Application for membership in the Board of Trade has been made by Clarence D. Turner, Jno. F. Black and W. Roy Behrel. Members admitted are Frank T. Rutherford, Moses Rothschild, A. Bruso, J. K. Witzel and A. C. Wolfe. The memberships of John J. Carmody, Chas. W. Austin, Alfred F. Fuller, Benjamin Frankfield, Frederick Paxson, James C. Beatty, estate Chas. G. Case have been posted for transfer. Memberships are quoted at \$2,000 net to buyer, the lowest price in recent years.

The Northwestern Yeast Co. has let contract to the Witherspoon-Englar Co. for a 6 bin concrete storage addition to its old tile and brick plant. The bins will have an inside diameter of 19 ft. 2 in. and will be 84 ft. high. Each bin will have a capacity of 18,000 bus., while the interstices will have a capacity of 7,700 bus. each, making a total storage capacity of 146,000 bus. Screw conveyors will be installed both above and below the tanks with cross belt conveyor below the discharges to the receiving elvtr. A cross belt conveyor below will take the grain from the receiving elvtr. and will discharge it to the screw conveyors to be carried to the storage bins.

When called before the Illinois Senate Apr. 17 John Hill, Jr., testified that he had no information as to what use was made of the fund collected to bear legal expenses on the Board of Trade bill. He admitted that the contributors to the fund had told him they expressly stipulated that the fund was to be used in a legitimate way only. Mr. Hill named contributors and these were called to Springfield Apr. 23. A. J. White testified before the Senate that he held the fund, to which different members had promised to give \$4,300, and that he had expended only \$1,900, and this

was only for legitimate expenses, such as printing, hotel bills, clerk hire and a campaign of education. None of the money went to any member of the legislature, Mr. White testified. Charles Pierce, Robert McDougall, Arthur Delany, John Jones, and John Belot also testified, all agreeing that the fund was purely legitimate.

Hearings in the suit of the Board of Trade against the A. T. & S. F., Illinois Central, C. & E. I., Wabash, and Chicago & Alton Rys. for alleged discrimination against grain in the absorption of switching charges at Chicago, were started on Apr. 21 at Chicago by Interstate Commerce Commissioner B. H. Meyer. All railroads entering Chicago, except the five lines named as defendants, absorb the switching charges at Chicago on grain when the net revenue per car amounts to \$15 or more. W. M. Hopkins, mgr. transportation dept. of the Board of Trade, in his complaint alleges that the refusal of the five roads to absorb these switching charges works as a discrimination against grain shippers located on these lines, as the added switching charges result in such shippers having to pay a higher rate on grain than is charged grain shippers located an equal distance from Chicago on the railways absorbing the switching charges. Furthermore, Mr. Hopkins alleges that these five railroads do absorb the switching charges on all commodities except grain, live stock and coal, and their refusal to absorb the charges on grain works as a discrimination against this commodity. In support of his case Mr. Hopkins called as witnesses Mr. Byer of the C. & N. W. Ry., who worked on the tariffs providing for the absorption by all roads of switching charges in the Chicago district, Guy S. McCabe, General Western Freight Agt. Pennsylvania Lines; Mr. Benson of the tariff dept. of the Board of Trade; Lowell Hoyt and H. H. Newell, Chicago grain dealers.

INDIANA.

Aylesworth, Ind.—G. E. Foster has succeeded Jones Bros.

Burney, Ind.—Sidenner & Price has succeeded Jesse M. Luther.

Kirkpatrick, Ind.—Halstead Bros. have succeeded J. P. Halstead.

Hillsboro, Ind.—F. A. Finch & Co. has succeeded Morrison, Finch & Co.

San Pierre, Ind.—R. T. Kingman has succeeded O. A. & W. S. Lasley.

Bloomington, Ind.—Jessup, Williams & Co. have succeeded Jessup, Nevins & Co.

Brownsburg, Ind.—Edgar Thompson is now in the grain business at this station.

Shoals, Ind.—Brandon & Jackson have engaged in the grain business at this point.

Tippicanoe, Ind.—We have purchased the elvtr. of Calvin V. Beltz.—Urschel Bros.

Culver, Ind.—The Culver City Grain & Coal Co. has succeeded Hawkins & Marshall.

Riley, Ind.—We have installed a feed mill here.—H. W. Early, agt. Paul Kuhn & Co.

Pinola sta., R. D. La Porte, Ind.—The Johnson Grain Co. has succeeded G. H. Johnson.

La Crosse, Ind.—The Farmers Elvtr. Co. organized to build a 25,000-bu. elvtr.; capital stock, \$10,000.

Muncie, Ind.—Our firm has dissolved in Ohio, but has reincorporated in this state.—Woodbury Elliott Grain Co.

Flora, Ind.—We have bot the elvtr. of Catron Bros. and will put the machinery in trim for harvest.—Ashpaugh & Flora.

Lewisville, Ind.—The Lewisville Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, F. A. Billis, E. E. Worth and S. Riggle.

New Trenton, Ind.—The terrible flood swept away my elvtr., all the grain and every building, even the ground on which they stood, and we narrowly escaped with our lives.—L. J. Brown.

Schneider, Ind.—The 250,000-bu. concrete elvtr. of the C. L. & Sou. R. R. Co. has been completed and has been leased to Rumsey & Co.

Darlington, Ind.—The elvtr. recently purchased by us from the Farmers Elvtr. Co., is the one formerly owned by us.—Malsbary & Co.

Ridgeville, Ind.—The elvtr. of Miller & Hinton, containing several thousand bushels of grain, burned at 11:30 p. m., Apr. 5; loss, \$15,000; insurance, \$8,000.

Plainville, Ind.—We now operate two elvtrs. at this station, having secured the elvtr. of the Lemon Mlg. Co. here. I was formerly with that firm, but am now in charge of the two elvtrs. of the Plainville company. J. C. Fairhurst is gen. mgr. I do the buying, selling and weighing.—U. G. Barnes, Plainville Mlg. Co.

IOWA.

Moorland, Ia.—F. G. Peterson will build an elvtr.

Garwin, Ia.—The Farmers Elvtr. Co. will build new lumber sheds.

Iowa Falls, Ia.—The elvtr. of C. U. Mast of Osage, Ia., is closed.—S.

Victor, Ia.—The Montezuma Lbr. Co. contemplates building an elvtr.

Jessup, Ia.—Chas. Spike & Co. will build a new elvtr. on its present site.

Otho, Ia.—Theo. Johannsen has resigned as mgr. of the Farmers Elvtr. Co.

Dinsdale, Ia.—J. B. Mericle of Humboldt is now mgr. of the Farmers Elvtr. Co.

Gilmore City, Ia.—The Gilmore Grain & Elvtr. Co. will install an electric motor.

Olds, Ia.—The new elvtr. of the Farmers Elvtr. Co. will be completed in a few days.

Lester, Ia.—The elvtr. of the Atlas Elvtr. Co. was slightly damaged by fire recently.

Des Moines, Ia.—The Taylor-Patton Co. contemplates erecting a number of elvtrs.

Jewell, Ia.—Work is progressing rapidly on the new elvtr. of the Farmers Elvtr. Co.

Le Mars, Ia.—We have painted our elvtr.—F. B. Gallagher, mgr. Farmers Elvtr. Co.

Oakland, Ia.—E. F. Wintz will overhaul his elvtr. and install new dump and elvtr. leg.

Moville, Ia.—We will install new elvtr. legs and a new loading spout.—W. L. Sanborn.

Kiron, Ia.—John Palm will succeed O. E. Strahn as mgr. of the Trans-Mississippi Grain Co.

Kingsley, Ia.—E. J. Forbes has succeeded W. H. Creasy as mgr. of the Farmers Elvtr. Co.—S.

Hospers, Ia.—The Farmers Mutual Co-operative Co. has just installed a new 10-h. p. motor.—S.

Creston, Ia.—Burglars broke into the office of Gault Bros., Apr. 4, but secured nothing of value.

Berkley, Ia.—C. S. Maxwell has succeeded C. A. Etnier as mgr. of the Farmers Grain, Lbr. & L. S. Co.

Bronson, Ia.—The Bronson Lbr. & Coal Co. has increased its capital stock in order to buy or build an elvtr.

Paton, Ia.—Louis A. Seelman of Franklin Grove, Ill., will become mgr. of the Farmers Elvtr. Co. May 1.

Kingsley, Ia.—I expect to install an automatic scale this spring and possibly paint my elvtr.—Chas. Guth.

Cushing, Ia.—We expect to do a lot of general repair work and will also paint our elvtr.—C. E. Lowry & Son.

Watkins, Ia.—The elvtr. of the Iowa Grain Co. has been completed. The Newell Constr. Co. had the contract.

Le Mars, Ia.—The elvtr. of the Le Mars Grain Co. is full of oats and has been closed for the last six weeks.—S.

Anita, Ia.—J. A. Irving is building a 28x18x30 ft. elvtr. to replace the house burned Feb. 22.—M. Millhollen, agt. Kruz Grain Co.

Galva, Ia.—Hans Sierks will succeed A. L. Julius as mgr. of the grain dept. of the Galva Union Elvtr. Co., May 1.—S.

Stratford, Ia.—We have just installed a new 20-h. p. kerosene engine.—A. W. Cline, mgr. Stratford Grain & Supply Co.

Garden Grove, Ia.—W. T. Lingle of Bethany, Mo., and J. L. Phipps of this city, have bot the elvtr. of C. S. Stearns.

Charles City, Ia.—We expect to build an office and install an automatic scale.—T. G. Schilling, mgr. Farmers Elvtr. Co.

Dysart, Ia.—The Farmers Elvtr. Co. operates two elvtrs., owning one and leasing the other from the Iowa Grain Co.—S.

Lohrville, Ia.—We are painting our office and doing general repair work—Peter Greenfield, mgr. Wright & McWhinney.

Norway, Ia.—The Iowa Grain Co. has let contract to the Newell Constr. Co. for the remodeling of its elvtr. at this station.

Morrison, Ia.—P. R. Frazier & Co. have let contract to the Burrell Engineering & Constr. Co. for a new elvtr. at this station.

Ladora, Ia.—The Ladora Lbr. & Grain Co. has bot my elvtr. at this station and will begin operation May 15.—H. C. Gates.

Cleeves, Ia.—Martin Jensen, owner of the elvtr. at this station, died recently and the elvtr. will be sold by the estate.—S.

Arthur, Ia.—O. E. Strahn, formerly agt. for the Trans-Mississippi Grain Co. at Kiron, is now mgr. of the elvtr. at this station.

Harcourt, Ia.—The Farmers Elvtr. Co. has leased the elvtr. of Smith & Chalgren. The latter are only in the live stock business.—S.

Webster City, Ia.—We are building a new coal bin and cleaning up our elvtr. in general.—J. M. Fosdick, mgr. Western Elvtr. Co.

Muscatine, Ia.—J. R. Reuling and Fred Vetter are reported to have purchased the property of the Great Western Ceral Co. at this station.

Beaman, Ia.—W. F. Weir will resign as mgr. of the Farmers Elvtr. Co., May 1. Robert Sanderson, ass't mgr., will probably succeed him.

Dysart, Ia.—We have just installed a new Barnard & Leas Cleaner and will use it chiefly for cleaning barley.—W. W. Milne, mgr. Tama, Benton Grain Co.

Garrison, Ia.—We have just built new concrete driveways, new dumps and a new direct loading spout.—Peter Collins, mgr. Garrison Grain & Lumber Co.

Reinbeck, Ia.—J. B. Maricle succeeded Harry Jenks as mgr. of the Farmers Elvtr. Co., Apr. 3, Mr. Jenks going to Laurel to take charge of an elvtr. there.

Sherdahl, Ia.—The Sherdahl & Slater Grain & Lbr. Co. is being organized here. H. H. Schonhorst is pres. and Walter Frick vice pres. of the new company.

Gilbertville, Ia.—Work on the new elvtr. and corn handling plant of the Gilbertville Grain & Lbr. Co., will be started in a few days by the Newell Constr. Co.

Dayton, Ia.—We will build a new elvtr. if the crop prospects are good; if they do not appear favorable we will remodel our old house.—Williams & Shostrom.

Sergeant Bluff, Ia.—The elvtr. of the Farmers Elvtr. Co. was threatened by fire when the C. & N. W. depot burned recently, but escaped with slight damage.

Dysart, Ia.—The Tama, Benton Grain Co. has succeeded H. P. Jensen, making two farmer elvtrs. at this station.—W. W. Milne, mgr. Tama, Benton Grain Co.

Stonega, no p. o., Ia.—The Home Elvtr. Co. of Webster City has let contract for a 25,000-bu. elvtr. at this station on the I. C. R. R. The elvtr. will cost \$4,950.

Victor, Ia.—Henry Wahl has let contract to the Newell Constr. Co. for a thoroly up-to-date elvtr. of 15,000 bus. capacity and corn sheller plant, the equipment to include a Western Corn Sheller and Cleaner, a Richardson Automatic Scale and a man-lift.

Alden, Ia.—We have remodeled our office and now have a very handy one with a lobby and a room for directors meetings.—A. A. Burke, mgr. Farmers Elvtr. Co.

Manchester, Ia.—We do not expect to go into the grain business or build an elvtr. at present.—C. M. Hanna, mgr. Delaware County Farmers Co-operative Com'n Co.

Sanborn, Ia.—The J. F. Anderson Lbr. Co. did not renew its lease on the elvtr. of Hakeman & Son, last June, and the elvtr. has not been in operation since that time.—S.

Stanhope, Ia.—I was not employed by the Western Elvtr. Co. during the winter, but on Mar. 15 I again took charge of this firm's business at this place.—Fred Truesdell.

Reinbeck, Ia.—We have just installed a Richardson Automatic Scale and are figuring on tearing out our old bins and replacing them with concrete bins.—Moeller & Roberts.

Piper, Ia.—We have not definitely decided in regard to building an elvtr. We are located at Piper Sta. on the Ft. D., D. M. & S. R. R.—F. Mastersen, mgr. Farmers Elvtr. Co.

Rockwell City, Ia.—We contemplate building new approach to our elvtr., also a new office and a warehouse for storing twine.—J. H. Lawrence, mgr. Rockwell City Elvtr. Co.

Cora Sta., Fonda p. o., Ia.—Besides doing a grain business here I also represent the I. C. as agt. I expect to paint my elvtr. and make numerous inside repairs.—George Moulton.

Havelock, Ia.—We have let contract to the L. Buege Constr. Co. for a 30,000-bu. elvtr. to be equipped with all modern conveniences.—C. E. Strong, mgr. Farmers Coal & Grain Co.

Alburnette, Ia.—The Farmers Elvtr. Co. bot out Getchell Bros. at this station. The officers are A. B. Burnett, pres.; Elmer Mitchell, sec'y; Samuel Stirn, treas., and T. E. Hense, mgr.

Parkersburg, Ia.—Frank J. Turner of Fonda, has bot my elvtr. and is now in possession. The sale was made thru the Want ad columns of the Grain Dealers Journal.—C. J. Imholt.

Fernald, Ia.—The Farmers Grain Co. has been organized and will be incorporated for \$5,000 by James Farley, H. S. Fleagle, Harvey Wherry and others. The new company will build an elvtr.

Iowa Falls, Ia.—We have three elvtrs., two of them being in this city and one at Macy, Ia. All of them are under my management.—Frank Kamberling, mgr. Farmers Co-operative Elvtr. Co.

Ackley, Ia.—The reports that O. M. Wood had sold his interest in the elvtr. here is unfounded. Mr. Wood writes us: The information is incorrect. I have never had an interest in any elvtr. at Ackley.

Newton, Ia.—At the recent annual election of the Farmers Elvtr. Co. the following new officers were elected: W. Williams, pres.; Geo. Renaud, vice pres.; C. A. Williams, sec'y, and A. D. Rayl, treas.

Early, Ia.—J. D. McQuirk, mgr. of the Trans-Mississippi Grain Co., while attempting to adjust an oil feed without stopping the engine, caught his right hand in the fly wheel and bruised it badly.—S.

Correctionville, Ia.—On Apr. 30 I leave my position as mgr. of the Trans-Mississippi Grain Co. and on May 1 will have charge of the elvtr. belonging to J. J. Mulaney at Walthill, Neb.—John T. Burns.

Jewell, Ia.—On Feb. 1st C. B. Martin of Goldfield, Ia., succeeded C. A. Finton as mgr. of the Jewell Farmers Elvtr. Co.; Mr. Finton taking charge of the grain dept. of the Pfund Lbr. Co. at this place.—S.

Victor, Ia.—The elvtr. of Geo. R. Wheeler, recently purchased by Henry Wahl, was slightly damaged by fire, Mar. 29. Hot coals had been thrown from the engine room near the building and started the blaze.

Keswick, Ia.—We are out of business at this station, having sold our yard and elvtr. to the Farmers Lbr. Co. W. E. Campbell has succeeded me as mgr. of the new company.—L. Mahannah, agt. Home Lbr. Co.

Dayton, Ia.—We built a new elvtr. last fall about three miles out of town on the M. & St. L. and have two elvtrs. here. This gives us a combined capacity of about 80,000 bus.—W. J. Minners, mgr. Farmers Elvtr. Co.

La Porte City, Ia.—The Farmers Elvtr. Co. will not build an elvtr. at present. The Producers Grain Co. has let contract to the Newell Constr. Co. for a strictly up-to-date elvtr. on the line of the W. C. F. & Nor. R. R.

Sergeant Bluff, Ia.—We bot an elvtr. from the Trans-Mississippi Grain Co. and took possession Mar. 1. I was formerly mgr. for the retiring concern and am still mgr.—E. E. Bryan, mgr. Sergeant Bluff Farmers Elvtr. Co.

Robertson, Ia.—Jacob Richtsmeier has been elected pres. of the Farmers Co-operative Ass'n now being organized at this point. H. L. Harmon is sec'y and W. Sweet treas. of the company which will buy the elvtr. here.

Des Moines, Ia.—The Clarkson Workingmens Compensation Bill has been passed by the legislature. The bill requires employers to insure in an accredited insurance company or thru an insurance fund provided co-operatively.

Minden, Ia.—The elvtr. of the Gt. Western Elvtr. Co., which was recently sold to A. H. Mann, burned Apr. 15. The house contained 1,000 bus. of grain, which was insured for \$1,000. The insurance on the building amounted to \$1,700.

Lorah, Ia.—I have taken over the interest of Emil Rothschild in the Rothschild-McCaustland Grain Co. at this station and will operate under my own name. Mr. Rothschild will operate at Brayton and Exira.—C. W. McCaustland.

Palmer, Ia.—We expect to install a 10-h. p. Fairbanks-Morse Engine, also a Richardson Automatic Scale and will remodel our elvtr. all around.—V. F. Frazier, Palmer Grain Co.—The Burrell Engineering & Constr. Co. will do the work.

Kanawha, Ia.—A. A. Moore has sold his interest in the firm of Moore & Johnson and we will now operate as Johnson & Co. J. K. Johnson will remain mgr. We have built a good coal house and a brick engine room and have also installed a new engine.—Johnson & Co.

Armstrong, Ia.—L. Broderick, mgr. of the Farmers Elvtr. Co., was killed Apr. 14, when a shot gun he was putting in its case was accidentally discharged, the shot entering his abdomen. Mr. Broderick was to have resigned his position the following day, April 15.

Scarville, Ia.—We are about ready to commence business again. Our new elvtr. is nearly completed and is up-to-date in every respect. The old house burned last December. The Burrell Eng. & Constr. Co. had the contract.—S. C. Monson, mgr. Scarville Elvtr. Co.

Webster City, Ia.—City scales are used by both elvtrs. here to do their weighing. The seller pays for the weighing and owing to the street being paved around the scales there is no dissatisfaction because of mud. This system of weighing is entirely satisfactory here.—S.

Des Moines, Ia.—H. F. 610, introduced by Representative Power, passed the House by a vote of 55 to 22, Apr. 10. The bill provides for scales and the weighing of commodities transported in carload lots and the furnishing of certificates of weight by carriers. It also carries a penalty for the violation of the act.

Oxford, Ia.—The 50,000-bu. elvtr. and oat house of E. D. Jones & Son burned at 10 a. m., Apr. 22. The fire started under the driveway and the building burned to the ground, the fire also destroying the C. R. I. & P. depot. We had 31,000 bus. of corn and oats in the house, which is fully cov-

ered by insurance. We will rebuild at once.—W. B. Jones.

Ripsey, Ia.—Some time ago an adding machine was stolen from the office of the S. E. Squires Grain Co. and it has been traced by its number to the office of the B. & O. Ry. Co. in Chicago, the railroad company having bot it from a second hand dealer. The machine has been returned to its owners and efforts are being made to apprehend the thief.

Kamrar, Ia.—We own an acre and a half of ground opposite our elvtr. which we are transforming into a park. We are planting ash and elm trees and hope to make it a little beauty spot where our stockholders may congregate for their picnics. We are also planning to build a 24-ft. addition to our elvtr.—E. D. Waterman, mgr. Farmers Elvtr. & Supply Co.

West Liberty, Ia.—We have about completed building ample facilities for the shelling of corn in transit for the C. R. I. & P. R. R. We will receive 1c per bu. for our service and shippers will be charged a thru rate, paying of course freight on ear corn to West Liberty and on shelled corn from West Liberty to destination.—J. M. Addleman, of W. C. Addleman.

Decorah, Ia.—The Supreme Court of Iowa recently affirmed the judgment of the lower court in favor of Henry Reeves, a hog buyer, against the Farmers Co-operative Society, holding that the clause in the by-laws compelling members to pay the company a penalty of 5 cents per 100 lbs. on all hogs sold to Reeves, was an unlawful restraint of trade. Members of the society are left free to trade where they will.

Marathon, Ia.—We are building a 30,000-bu. elvtr. on the C. & N. W., on the site of our old house which we wrecked. We are using the old foundation for the new house. It will be of cribbed construction, 2x6 cribbing being used for 20 ft. and 2x4 cribbing for 25 ft. The only new machinery we will install will be a Fairbanks-Morse Automatic Scale. Our officers are: Guy Roberts, pres.; C. V. Okerberg, vice pres., and I am sec'y and mgr.—E. P. Williams, Farmers Grain Co.

Cedar Rapids, Ia.—An attachment has been issued on the part of the Anchor mill, which stands on ground leased from John Ely. The rent has not been paid and Mr. Ely on March 18 took this step to protect himself. The mill under the management and ownership of a Mr. St. John prospered greatly. Upon his death the St. John estate appointed W. H. Sutherland as mgr. The mill continued to do a good business until 1910, when it was stated that the money was all gone. The company was reorganized and incorporated for \$60,000, \$45,000 being paid in. H. P. Jensen, head miller, held \$700 in stock and many other poor people were shareholders. The company operated until the incorporation papers had lapsed and in August, 1912, went out of business. The creditors and stockholders got nothing, as the mill is bonded for \$20,000, with the exception of \$600 which was realized from a fire loss. It is reported that Mr. Sutherland is in Minneapolis.

KANSAS.

Gorham, Kan.—The Farmers Union has let contract for an elvtr.

Fairview, Kan.—Lloyd Warner has let contract for a 20,000-bu. elvtr.

Kinsley, Kan.—Fravel & Lewis will install new machinery in their elvtr.

Meade, Kan.—Southerland & Cooper will engage in the grain business here.

Topeka, Kan.—Haney Bros. are contemplating the erection of a warehouse.

Coats, Kan.—M. H. Greenwood is building a 15,000-bu. elvtr. on his farm.

Wichita, Kan.—C. E. Gaunt is rebuilding the West Side Elvtr., burned Feb. 28.

Iuka, Kan.—Clark Bros. have renewed their lease on the elvtr. of the Farmers Elvtr. Co.

Coldwater, Kan.—The Millers Grain Co. will build an elvtr.—W. E. Clark, Sawyer.

Hazelton, Kan.—Harry Elliott has bot the elvtr. formerly operated by John L. Bridges.—M.

Munden, Kan.—Richard Heinen of Gladstone, Neb., has bot the F. B. Janaseck & Co. elvtr.—M.

Rolla, Kan.—The elvtr. of the Houghton Elvtr. & Warehouse Co., at this station, has been completed.

Muscotah, Kan.—Wm. Dunkle, an elvtr. owner of this city, was elected Mayor at a recent election.—M.

Perry, Kan.—J. H. Dougan & Son have installed a 25-h. p. Fairbanks-Morse Oil Engine in their elvtr.

Dodge City, Kan.—The Dodge City Alfalfa Mfg., Elvtr. & Supply Co. incorporated; capital stock, \$5,000.

Independence, Kan.—The plant of the Bowen Mfg. Co. burned recently; loss, \$70,000; covered by insurance.

Larned, Kan.—The stockholders of the Pawnee County Grain & Supply Co. contemplate erecting an elvtr.

Tresham, R. D. Winfield, Kan.—The Arkansas Mfg. Co. of Arkansas City is building an elvtr. at this station.

Cullison, Kan.—The recently reorganized Farmers Grain & Merc. Co. has bot the elvtr. of the old Farmers Elvtr. Co.

Alta Vista, Kan.—The roof of the elvtr., corn cribs and office of P. L. Andres were carried away in a recent windstorm.

Wichita, Kan.—A. Steckel of Carmi will engage in the grain business in this city, operating at the A. Steckel Grain Co.

Zenda, Kan.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Miller Grain Co.—W. E. Clark, Sawyer.

Stafford, Kan.—W. L. Scott of Wichita, has bot the elvtr. of the Stafford Grain & Elvtr. Co. and will retain E. D. Clark as mgr.

Greeley, Kan.—I am out of the grain business at present. The Greeley Mfg. Co. is the only firm handling grain here.—John Weaver.

Stark, Kan.—L. G. Murray, who has operated the Thomas Wells' elvtr for some time under a lease, has now purchased the plant.—M.

Reserve, Kan.—We are enlarging our elvtr. and will have a capacity of 30,000 bus. when work is completed.—R. M. Stewart & Son.

Wheaton, Kan.—J. S. Force of the Force Elvtr. Co. still owns the elvtr. and grounds, altho he has withdrawn from partnership in the company.

Wellsford, Kan.—Wellsford Grain Co. incorporated; capital stock, \$10,000; incorporators, J. W. Ray, E. C. James, E. D. Kinney and others.

Lawrence, Kan.—The W. D. Gwin Grain & Coal Co. has bot the elvtr. formerly operated by the Kreeck Grain & Provision Co. and has taken possession.—M.

Wichita, Kan.—The R. W. Ralls Com's'n Co., handling broom corn, has filed a voluntary petition in bankruptcy, placing its liabilities at \$42,028.67 and its assets at \$4,405.51.

Uniontown, Kan.—We have no successor here; have not had a crop of grain in this immediate locality for years, not enuf for home consumption.—Goodlander & Konantz.

St. Francis, Kan.—The grain market here has been a mean one for the elvtr. men on account of scalpers who operated last fall. Everything is about normal, however, at present.—H. B. Bear.

Wichita, Kan.—The legal phase of Board of Trade inspection was discussed by Robert Stone, attorney for the Kansas Grain Dealers Ass'n, at a recent meeting of the members of the exchange.

Aurora, Kan.—The elvtr. recently purchased by us is known as the old Chas. Letourneau Elvtr. We took possession Apr. 1 and to date have shipped 21 cars of wheat.—Aurora Grain & Coal Co.

Larned, Kan.—G. H. Welch, former mgr. of the Farmers Elvtr. Co. of Stafford, has bot the interests of Albert Anderson in the feed mill of Anderson & Shallenberger. The new firm will operate as Shallenberger & Welch.

Lebanon, Kan.—We have just completed a new storage room for flour and feed and have remodeled our mill, increasing the capacity. We will install manlift and possibly a cleaner in the elvtr.—Lebanon Mill & Elvtr. Co.

Wilmore, Kan.—Our company was incorporated Mar. 25, with a capital stock of \$10,000, and bot out the Rixon Grain Co. D. Fisher is pres. and J. T. Testerman sec'y-treas.—Farmers Grain & Merc. Co.—The mgr. is W. H. Long.

St. John, Kan.—Geo. R. Cooper, mgr. of the Farmers Grain & Coal Co., had his leg broken in 3 places between the knee and ankle recently, while unloading wheat at the elvtr. The wagon dump failed to work, but as Mr. Cooper stepped on the wagon it fell and caught his leg.

Plainville, Kan.—The Farmers Co-operative Merc. Co. has let contract to the R. M. Van Ness Constr. Co. for a 45,000-bu. elvtr. to be equipped with a 25-h. p. oil engine, 1,750-bu. Richardson Automatic Scale, 1,500-bu. per hour Eureka Double Receiving Separator, manlift, car puller, power shovel, large roller feed mill, 5-ton Howe Wagon Scale, rope drive and all modern conveniences including complete electric lighting all thru elvtr, office and an 18x40-ft. warehouse built in connection.

KENTUCKY.

Georgetown, Ky.—The 75,000-bu. elvtr. of Gano & Smith and surrounding buildings, including coal bins, corn crib and corn, engine room, etc., burned Apr. 12. Loss, \$30,000; insurance, \$11,000.

LOUISIANA.

Receipts of grain at New Orleans during March included 1,224,000 bus. of wheat, 340,000 of corn, and 110,000 bus. of oats; compared with 31,000 bus. of wheat, 322,000 of corn and 239,000 bus. of oats received, during March, 1912. Shipments for the month included 780,000 bus. of wheat, 562,000 of corn and 29,000 bus. of oats; compared with 69,926 bus. of wheat, 300,893 of corn and 972 bus. of oats shipped during March, 1912.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Baltimore, Md.—The Savarese Macaroni Co. of Brooklyn, N. Y., has bot the plant of the Maryland Macaroni Co.

Sandy Spring, Md.—M. O. Stabler has been appointed chairman of a com'te to establish co-operative grain elvtrs. in this county.

Baltimore, Md.—Davis & Davis secured the first choice of the sample tables on the floor of the Chamber of Commerce, at annual auction sale, Apr. 7.

MICHIGAN.

Muir, Mich.—An elvtr. company is being organized here to build an elvtr.

Reed City, Mich.—The plant of the Babcock Grain Co. was struck by lightning during a recent storm; loss, \$1,700.

Elkton, Mich.—The stockholders and friends of the Farmers & Gleaners Elvtr. Co. gave a banquet on the occasion of the opening of the new elvtr.

Clarkston, Mich.—Trask & Deacon of Detroit have bot the old flour mill here and are repairing it and installing new machinery. The mill was built in 1836.—A. K. Edgar.

Albion, Mich.—The elvtr. of Frank E. Nowlin has been completed and was formally opened by its owner with a dance which was attended by 3,000 persons. The house is 180x36 ft. and 2 stories high.

Buchanan, Mich.—The Pears-East Grain Co. is negotiating for the purchase of 8 ft. of ground to permit the extension of the M. C. siding to the mill so that an automatic grain elvtr. can be installed.

MINNESOTA.

Osseo, Minn.—A farmers elvtr. company is being organized.

Winona, Minn.—The Co-operative Elvtr. Co. will build an elvtr.

Goodhue, Minn.—Daniel Lally is now mgr. of the Minnesota Malting Co.

Heron Lake, Minn.—The Farmers Elvtr. Co. will build an addition to its elvtr.

Underwood, Minn.—The Underwood Grain Ass'n is building a 20,000-bu. frame elvtr. covered with metal.

Fairfax, Minn.—The Farmers Elvtr. Co. will build a 30,000-bu. concrete elvtr. to be completed by Aug. 1.

Org, Minn.—The recently organized Farmers Co-operative Elvtr. Co. has bot the elvtr. of Hubbard & Palmer.

Murdock, Minn.—The engine room of the elvtr. of the Farmers Elvtr. burned recently and the elvtr. was slightly damaged.

Wolverton, Minn.—Theo. Edenstrom and H. N. Lunde are reported to have bot the elvtr. of the Minneapolis & Northern Elvtr. Co.

Kiester, Minn.—The elvtr. of the Western Elvtr. Co. will be closed for the season.—Harry Millbye, agt. Farmers Elvtr. Co., Frost.

Buffalo Lake, Minn.—The reorganization of the Farmers Elvtr. Co. has been completed, the capital stock of the new company being \$20,000.

Hubbard, Minn.—The 60,000-bu. elvtr. of H. E. Delaney burned Apr. 11; loss over the insurance is estimated at \$17,500. The mill was also burned.

Franklin, Minn.—The Franklin Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, N. J. Olen, Geo. Forsyth, A. J. Anderson and others.

Campbell, Minn.—The elvtr. of the Winter, Truesdell, Ames Co., containing 3,000 bus. of wheat, 1,000 bus. of barley and 10,000 bus. of oats, burned Mar. 29.

Gully, Minn.—John Lindberg was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. Other officers are Ed Olson, vice pres.; G. Watnebryn, sec'y, and A. Stark, treas.

Lamberton, Minn.—The elvtr. of Albert Spaulding burned at 3 a. m., Apr. 3; loss on elvtr. \$5,000, on grain \$12,000; insurance on elvtr. \$4,000, on grain \$14,000. The house will be rebuilt.

Pipestone, Minn.—I. L. Demaray, formerly mgr. of the Pipestone Elvtr. Co., has resigned and is now mgr. of the Pipestone Co-operative Lbr. Co. His former position has been filled by O. Hagstad of Slayton.

Good Thunder, Minn.—Arthur Rosin, employed in the elvtr. of R. L. Houk, was caught in the machinery of the elvtr. as he was closing down the engine, and badly injured, one leg being broken in two places below the knee.

Frost, Minn.—The Farmers Co-operative Elvtr. Co. will build a flour and feed house and enlarge its coal sheds. Some repairing will also be done and a new scale put in the driveway. Levi Lund will succeed me as mgr.—Harry Millbye, mgr.

Breckenridge, Minn.—At a special meeting of stockholders Apr. 5 it was voted to ship our grain to commission firms that give us the best results, as we had been having very poor results with the Equity Exchange.—W. E. Heathcote, mgr. Equity Elvtr. & Trading Co.

ST. PAUL LETTER.

The Bendixen-Schwartz Bill, H. F. 1,096, which increases the power of the state board of grain appeals, passed the House Apr. 9 by a vote of 63 to 28 and has gone to the Senate, where its defeat is looked for.

The "anti-discrimination bill" introduced by Senators Theo and Saugstad, providing against discrimination in the purchase and sale of grain, cereals, seeds, coal, lumber and millwork, has been killed for the second time by the Senate, the vote standing 20 to 30.

Representative Teigen's bill, prohibiting dealing in futures, was defeated Apr. 17 in the House by a majority of only 3 votes, the vote standing 51 to 49. The bill was the cause of much discussion and was bitterly contested by the grain dealers and by members of the Minneapolis Chamber of Commerce.

The workingmen's compensation bill was reported back to both houses of the legislature Apr. 14 by the conference committee, which, after a week of labor, has adjusted the differences between the two houses. Both houses will now probably concur and repass the bill. The bill was originally passed by the House by a vote of 102 to 6, but the Senate refused to concur and a conference committee was appointed.

Chas. Watson, head of the police force of the state grain dept., recently said that in 1901, when he went into office, there was no rule against sweeping out grain cars and a number of men made a living by it, some of them thru collusion with the unloaders who would leave several bushels of grain in each car. Much petty pilfering resulted, auger holes being sometimes bored in cars to make them leak, etc. In 1901 he secured the passage of an ordinance forbidding the sweeping of cars and later on a law was passed to that effect. In 3 years he secured 837 convictions and at present the practice has practically been abandoned.

MINNEAPOLIS LETTER.

J. L. McCaull, pres. of the McCaull-Dinsmore Co., is recuperating from a recent serious surgical operation, at Faywood, N. M.

A traveling representative's license has been issued by the Chamber of Commerce to Halvor H. Walland to represent Turle & Co.

The following corporations and firms have ceased to possess membership privileges in the Chamber of Commerce: Royal Grain Co., Ltd., of Winnipeg; White-Fowler Grain Co., at its request; Piper, Johnson & Case, at their request.

A hay and grain warehouse of H. L. Elliott & Co. burned Apr. 8; loss, \$6,000; insurance, \$5,000. The flames were discovered on the first floor, but spread so rapidly they were bursting thru the roof when the firemen arrived.

About 60 tons of soft coal stored in an open bin against the wall of the main building of the Minneapolis Grain & Malt Co. caught fire Apr. 8 and caused a loss of \$3,000. The fire burned thru the wall and into the first floor of the building.

The Hallet & Carey Co. has brot suit against the Boyer Ranch & L. S. Co. of Bridger, Mont., for damages amounting to \$450, alleging that a shipment of wheat consigned to the company, was partially lost in a wreck and that the balance was in bad condition.

The Chamber of Commerce membership of W. G. Crocker has been transferred to John L. Tracy and that of S. W. Henderson to C. M. Case. The following requests for transfer have been made: From John R. Norton to J. R. Stewart and from C. M. Case to John R. Norton.

Our Diamond Mill and Elvtr. is closed down temporarily; but this does not in any way interfere with the business of E. S. Woodworth & Co., and shipments which might seem to result from the operation of this mill are just as large as ever.—E. S. Woodworth, pres. E. S. Woodworth & Co.

H. Ward Stone, formerly pres. of Atwood Stone & Co. and one of the most prominent business men in Western Minnesota, died Apr. 7. Mr. Stone was sitting in his library, talking to a friend, when he was stricken with an attack of heart failure.

He was 64 years old and is survived by his widow, two sons and a daughter.

The Gould Grain Co. has let contract to the Witherspoon-Englar Co., for 18 concrete storage tanks of over 500,000 bus. capacity. A 30-in. conveyor belt with tripper will run over the bins and a 30-in. conveyor belt will run below the tanks discharging to either of two receiving legs or to the shipping leg in the working house. The tanks will be entirely of concrete and will cost \$75,000. They will be 20 ft. from the old elvtr. and will be connected by a steel gallery above and a tunnel below.

Chas. B. Raymond, a painter from Kilkeny, Minn., is said to have swindled a number of Chamber of Commerce members recently. Raymond, apparently a typical countryman, decided to invest in wheat and is said to have given checks that were later returned to the brokers. C. E. Lewis & Co. and E. F. Osborne Grain Co. admit that they handled small trades for him, but claim their loss is very small. The total amount alleged to have been obtained by him is placed at about \$2,000.

MISSOURI.

Richmond, Mo.—O. N. Hamacher & Son will build an elvtr.

Boynnton, Mo.—The O. A. Talbott Co. contemplate erecting an elvtr.—Wm. Stutler.

Freeburg, Mo.—We will start work May 10, on our new elvtr.—Struempf & Schroeder.

Urish, Mo.—The Graham Grain Co. and the Farmers Elvtr. Co. are building elvtrs. at this station.

Freeburg, Mo.—We will overhaul our elvtr. this spring. We will start the work about June 1.—Struempf & Schroeder.

Hurdland, Mo.—Sharp & Hedgecock are installing a grist mill in connection with their grain business.—J. G. Barnhill, Brasher.

Pilot Grove, Mo.—I am putting a new leg in my elvtr. and installing new belts, cups, boots and bins, also iron pulleys in heads. The elvtr. will be raised to allow the installation of a flexible spout.—Boyd S. Lusk.

KANSAS CITY LETTER.

John Dayton, who has succeeded Fred Bedell with the Kemper Mill & Elvtr. Co., has bot the Board of Trade membership of C. J. Wolover.

A. L. Harroun has been suspended from the Board of Trade for 10 days, for alleged manipulation of the grain market and uncommercial conduct.

The foundations and piles for the elvtr. of the C. R. I. & P. Ry. Co. have been completed and the bin forms are now being erected. The Macdonald Engineering Co. is doing the work.

James T. Bradshaw has been appointed state grain inspector at an annual salary of \$4,500. M. C. Fears will be retained as chief grain inspector with offices in this city and R. P. Thompson will remain as deputy inspector at St. Louis.

The plant of J. A. Brubaker & Co., containing a large amount of grain and hay, was gutted by fire, Apr. 3. J. A. Brubaker writes: We are as yet undecided as to rebuilding on our old location, which contained 6 acres. We may sell the land.

John R. Neil, for the past six years a partner in the firm of H. H. Steele & Co., severed his connection with us, Mar. 1. We took into the firm J. C. Robb, formerly owner of J. C. Robb & Co., and the firm is now composed of H. H. Steele, J. C. Robb and myself.—W. G. Dilts, Jr., of H. H. Steele & Co.

James T. Bradshaw, who as sec'y of the state railroad and warehouse commission, brot suit for \$50,000 for libel against the St. Louis Republic, lost the suit April 22, the jury deciding in favor of the newspaper. The trouble grew out of a letter from a Sedalia traveling man printed in the Republic, which asserted that Commission-

er Bradshaw was working for J. A. Reed, candidate for senator in 1910, on the state's time. Senator Reed testified that he paid the expenses of Bradshaw in his behalf.

ST. LOUIS LETTER.

A warehouse of the Beck Hay & Grain Co. burned, Apr. 15; loss, \$6,000.

Arthur P. Richardson, head of the Richardson Grain Co., pleaded guilty to forgery, Apr. 14, and was sentenced to five years' imprisonment in the penitentiary.

The following have been admitted to membership in the Merchants Exchange: W. B. Swygard, R. L. Dore, J. F. Curdie and O. J. Wasserfall. The memberships of S. S. Carlisle, A. Sherwood, F. D. Powell and S. B. Chapin have been posted for transfer.—Eugene Smith, sec'y.

MONTANA.

Plains, Mont.—The officers of the recently incorporated Plains Mlg. & Elvtr. Co. are C. C. Willis, pres.; Francis Huot, vice pres., and myself sec'y and treas.—E. J. Huot.

Dillon, Mont.—The Beaverhead Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Craig Cornell, J. H. Gilbert, W. A. Jones, E. B. Roe and others. An elvtr. will be built at once and the company will be in operation in time to handle the crops this fall.

NEBRASKA.

Elk Creek, Neb.—Ben Hall is now mgr. for C. M. Linn.

Sidney, Neb.—Brauer-Grabill will build a concrete elvtr. and warehouse.

Greeley, Neb.—A farmers elvtr. company is being organized at this station.

Utica, Neb.—C. L. Norman has resigned as mgr. of the Farmers Grain Co.

North Platte, Neb.—The W. W. Birge Co. has been organized to deal in grain.

Berlin, Neb.—I have repaired my elvtr. and it is now in operation.—W. H. Ireland.

Shea, Neb.—This station is now a post-office.—Chester Sparks, agt. Lincoln Grain Co.

Sutton, Neb.—I am now mgr. of the Farmers Grain & Stock Co.—Chas. Scherwitz.

Venango, Neb.—I am now mgr. for the Central Granaries Co. at this station.—R. Cole.

Diller, Neb.—The Central Granaries Co. has installed a Richardson Automatic Scale.

Long Pine, Neb.—I am now mgr. for the Walrath & Sherwood Lbr. Co.—M. C. Grover.

Berlin, Neb.—The elvtr. of the Duff Grain Co., recently wrecked by a cyclone, will be rebuilt.

Arnold, Neb.—The elvtr. of the Western Grain Co., recently burned, will probably be rebuilt.

Atlanta, Neb.—The McConaughy Grain Co. has rebuilt the cribs blown down in the recent storm.

Thayer, Neb.—H. B. Fitzpatrick has succeeded A. Sinamark as mgr. of the Farmers Grain Co.

Johnstown, Neb.—The proposed farmers elvtr. company will not be organized until later in the year.

Omaha, Neb.—Application for membership in the Grain Exchange has been made by W. J. Smittle.

Bee, Neb.—The Bee Elvtr. Co. has decided to handle lumber in addition to its grain and coal business.

Kennard, Neb.—N. P. Boucks has succeeded me as mgr. for the R. E. Roberts Elvtr. Co.—M. C. Grover, Long Pine.

Bellvidere, Neb.—The Duff Grain Co. will build a new elvtr. to replace the house destroyed by the storm.—J. L. Clark, agt.

Holmesville, Neb.—The Holmesville Mill & Power Co. has discontinued buying grain.—Geo. Hinkle, agt. Black Bros. Grain Co.

Axtell, Neb.—We will install a Fairbanks-Morse Steel Frame Wagon Scale.—A. T. Carleson, mgr. Axtell Grain & Elevtr. Co.

North Bend, Neb.—J. S. Ritter, formerly in the grain business at this point, was struck and instantly killed recently by a passenger train.

New Castle, Neb.—I have bot the interest of J. P. McGrath in J. P. McGrath & Co. and will operate as A. M. Luebben & Co.—A. M. Luebben.

Walthill, Neb.—John T. Burns, formerly mgr. of Trans-Mississippi Grain Co. at Correctionville, Ia., will be mgr. for J. J. Mulaney at this station after May 1.

Lincoln, Neb.—The unfair discrimination bill, H. R. 645, the provisions of which were given in this column Mar. 25, has been signed by the Governor and become a law.

Heartwell, Neb.—The new elevtr. of the Shannon Grain Co. is being erected on the site of the one burned Feb. 1. Geo. H. Birchard has the contract.—F. W. Hoobler, agt. Frank Reed.

Anandale sta., Glenville p. o., Neb.—J. W. Henthorn is now mgr. of the Farmers Grain, Coal & L. S. Ass'n and John P. Hinrichs is sec'y. The company is building a house for its mgr.

Alexandria, Neb.—The Shannon Grain Co. has replaced its steel roofing on the elevtr. with a shingle roof, as the steel was being continuously loosened by the wind.—I. Sellig, mgr. Farmers Protective Elevtr. Ass'n.

Bellwood, Neb.—We are considering the erection of an addition to the elevtr., 24x24 ft., and the full height of the old house. The Central Granaries Co. has installed an automatic scale.—John P. Delaney, mgr. Farmers Grain Co.

Lincoln, Neb.—The governor has signed H. R. 436, defining the conditions under which a railroad company must install side tracks to grain elevators. On application by any person or ass'n the railroad company may lay the side tracks, or if the revenue promised is deemed insufficient the railroad may require the applicant to pay part of the expense. In the event the applicant and the railroad company can not agree on the division of expense the applicant may have the reasonableness of the charges determined by the district court, which shall issue a decree prescribing conditions for the construction of the side track.

NEW ENGLAND.

Manchester, Mass.—Henry B. Freeman, formerly in the grain business at this station, died Apr. 8, at Norway, Me.

Boston, Mass.—The Port Directors are still considering the erection of a 500,000-bu. elevtr. on the Commonwealth Pier.

Norwalk, Conn.—We will take over the grain business of the M. T. Hatch Co., May 1, at So. Norwalk, where we will have milling in transit privileges.—Holmes-Keeler-Kent Co.

Westfield, Mass.—The Cutler Co. of North Wilbraham has bot a site, 160x239 ft., and will build a \$15,000 elevtr. after wrecking the old buildings now on the land. A steel trestle will be built from the New Haven Ry. Co.'s tracks to the elevtr. at an estimated cost of \$10,000.

Webster, Mass.—Oscar Shumway, for many years in the grain business at this point, died Apr. 4, at the age of 77. Mr. Shumway engaged in the grain business in this city in 1860, with Wm. W. Holmes, and in 1870 bot out Mr. Holmes and conducted the business himself for 34 years, selling out to Wm. W. Holmes, Jr., in 1904.

Boston, Mass.—The directors of the Port appointed Chairman Hugh Bancroft and Joseph A. Conry as a com'te to arrange for the purchase of one or two floating elevtrs. to be used to transfer grain to the holds of vessels loading at the Commonwealth pier, it being part of the agreement between the directors and the Hamburg-American line that the state furnish

the means of transferring the grain. The floating elevtrs. will also be available for the use of any concern which needs them at a small charge to cover cost.

Fitchburg, Mass.—Frederick F. Woodward, for the last 32 years in the grain business in this city, and a member of the Boston Chamber of Commerce, died Apr. 3. Mr. Woodward would have been 71 years old Apr. 14. In 1881 he formed a partnership with C. B. Washburn and engaged in the grain business, operating as Washburn & Woodward. In 1887 Mr. Woodward bot out his partner and for 26 years operated as F. F. Woodward & Co., the firm having only recently been incorporated as The F. F. Woodward Co. He was prominent in the business circles of his home town and was highly esteemed as a public spirited citizen. He is survived by his widow, four daughters and two sons.

NEW JERSEY.

Cape May, N. J.—We will build a warehouse and elevtr. on the Penna. R. R. We will have a bin capacity of 6,000 bus. and will equip the buildings with new and up-to-date machinery.—J. H. Eldredge, treas. Eldredge & Phillips, Inc.

NEW MEXICO.

Albuquerque, N. M.—Otto Berger, a grain merchant, has been adjudged a bankrupt.

NEW YORK.

Buffalo, N. Y.—Bruso Grain Corporation, incorporated to deal in grain, feed, etc.; capital stock, \$10,000; incorporators, Octave A. and Nellie M. Bruso and R. F. Day.

Monroe, N. Y.—The company intending to build at this point decided not to go on with the deal. There is no company at this point known as the Monroe Milling Co.—J. F. Thompson.

Buffalo, N. Y.—F. F. Henry, F. A. McLelland and R. W. Searle were elected directors of the Corn Exchange at the annual election Apr. 8. Memberships in the exchange are quoted at \$800.

Mt. Vernon, N. Y.—Chas. Rockwell & Co., incorporated, to deal in grain, straw, hay, etc.; capital stock, \$50,000; incorporators, Chas. S. Carrie and Celie Rockwell. This firm is not a new one, Mr. Rockwell's business having been established for many years at this place, near New York City.

Albany, N. Y.—Governor Sulzer signed the Levy bill, Apr. 10, prohibiting the operation of bucket-shops and the making of "wash" or "margin" sales of stock and requiring the production of all books, records, etc., and the attendance of witnesses upon any trial or proceedings brot for violation of the law.

NORTH DAKOTA.

Calio, N. D.—The elevtr. of the Atlantic Elevtr. Co. burned recently.

Walum, N. D.—The Farmers Co-operative Merc. Co. has been incorporated.

Sheldon, N. D.—The Sheldon Farmers Elevtr. Co. contemplates erecting another elevtr.

Roseville, N. D.—Farmers are organizing an elevtr. company. S. H. Taylor is interested.

Watrous, N. D.—Farmers are interested in the organization of a company to build an elevtr.

Grand Forks, N. D.—A. G. Sorlie has bot the interests of his partner, Hugh Reid, in the firm of Reid & Sorlie.

Valley City, N. D.—The Farmers Co-operative Elevtr. Co. has let contract for a 15,000-bu. annex to its elevtr.

Gwinner, N. D.—Ole Hansen was elected pres. of the Farmers Mill & Grain Co. at the recent annual meeting to succeed Jens Pederson, who resigned.

Grand Rapids, N. D.—We have overhauled our elevtr., put in new conveyors and

built two large sheds for supplies.—C. S. S., agt. Powers Elevtr. Co.

East Fairfield, no p. o., N. D.—The Farmers Elevtr. Co. incorporated; incorporators, A. F. Noble, Robert Flynn and L. P. Lanouette, all of Dawson, Mont.

Tolley, N. D.—Ed. R. Heenan was found dead in the elevtr. of the Minnekota Elevtr. Co., where he had been rooming during the winter. His death was due to apoplexy.

Galchutt, N. D.—The Farmers Elevtr. Co. incorporated; capital stock \$25,000; incorporators O. P. Johnson, Wahpeton; E. Peterson, J. M. Kelsgare and others of Galchutt.

Trenton, N. D.—The elevtr. of the Williston Mill Co. was damaged by fire, Apr. 22.

Adams, N. D.—Farmers Elevtr. Co. incorporated; capital stock, \$25,000; incorporators, K. P. Levang, L. C. Thompson and G. N. Vigen.

Osnabrook, N. D.—The Supreme Court has refused to consider the appeal of Ole Sund, convicted on the charge of embezzlement of the funds of the Farmers Elevtr. Co., and the sentence of the lower court of one and a half year's imprisonment will be carried out.

Tests of seed made in the schools of 15 counties of the state, under the auspices of the North Dakota Better Farming Ass'n, show that much of the durum wheat and barley has low germination. Sec'y Cooper says: "I can give no reason for this excepting that perhaps the farmers have permitted the seed to be exposed too much and that it was damaged thereby. All the tests that have been made show a germination of about 80 per cent. Farmers should be very careful in the selection of grain for seeding. I would advise either the purchase of new seed or the regrading of what is already on hand."

OHIO.

West Clarksfield, O.—F. H. Russell has leased the elevtr. of Robert Sly.

Atwater, O.—We have rented our plant to G. W. Turner.—Hallowell Bros.

Marion, O.—H. W. Fish, sec'y of the Ohio Millers Ass'n, is now mgr. of the National Mills.

Fostoria, O.—The offices of the Ward Grain Co. were moved from Lima to this city, Apr. 15.

Toledo, O.—Mrs. Henry Goemann, mother of Henry Goemann, died recently at the age of 80 years.

Marion, O.—Johnson Curl bot the elevtr. and coal yard of S. E. De Wolfe, Apr. 7.—Ruffing & Missler.

Toledo, O.—A. E. Royce and E. A. Nettleton have applied for membership in the Produce Exchange.

Columbus Grove, O.—W. O. Stewart is now owner of the People's Elevtr., which formerly belonged to W. G. Poast.

Bascom, O.—Bascom Elevtr. & Supply Co. incorporated; J. G. Wertz, Chas. D. Sumner and John Reinhold incorporators.

Ankenytown, O.—H. L. Syler and myself are the purchasers of the elevtr. of Harvey Syler at this point.—Clay Syler, Syler Bros.

Defiance, O.—Garver & Kinney sustained a loss of \$5,000 in the recent flood, their building and stock being damaged to that extent.

Genoa, O.—E. A. Powers, sec'y of the Powers Elevtr. Co., died in Toledo, Apr. 15, as a result of an operation. He was 55 years old.

Defiance, O.—Chas. A. Groweg, son of A. Groweg, well known in the grain trade, recently died in Toledo as a result of an operation. He was 49 years old.

Toledo, O.—The Produce Exchange will not move into the new building of the National Bank, as satisfactory arrangements for a trading floor could not be made.

Liberty Center, O.—We will install a new boiler and engine in the new boiler and engine room we are now building.—A. Fetterman, mgr. Liberty Center Grain & Stock Co.

Napoleon, O.—The recent floods washed out the water wheels and part of the mill race of John Vocke and he has let a contract for a new 100 h. p. steam plant in connection with the flour mill. The Burrell Engineering & Const. Co. has the contract.

Cleveland, O.—At the annual meeting of the Chamber of Commerce, Apr. 7, Warren S. Hayden, first vice-pres., was elected pres. of the exchange. Munson Havens was re-elected sec'y; Fred A. Henry is first vice-pres.; M. A. Black, second vice-pres., and Geo. A. Coulton, treas.

Sidney, O.—J. C. Custenborder of the Ward Grain Co., formerly at Lima but now located at Fostoria, has severed his connection with the firm and will open an office in this city. Previous to his connection with the Ward Grain Co. Mr. Custenborder was with the Grain Dealers Journal for 3 years.

Piqua, O.—No damage to grain dealers by flood except on account of suspension of business. We will clean up town and start over again. Our plant is not in operation at present (Apr. 5) because of no shipping facilities. The railroads are not receiving freight.—J. F. Hubbard, Sec'y, Piqua Malt Co.

Findlay, O.—Thos. C. and Phillip Linger, operating as the Ohio Grain Co., have brot suit against the C. & E. Ry. Co., for \$775.83, of which \$725 is for damages alleged to have been suffered because the railroad company failed to deliver corn of the same quality at Fulton, N. Y., as that alleged to have been delivered to them for shipment at Elgin, O. The balance of the amount is for overcharges for the last 13 years.

CINCINNATI LETTER.

Elmer E. Hele has applied for membership in the Chamber of Commerce.

The grain trade here are now able to do business on the regular scale again, and a number of the houses here have been shipping delayed consignments of grain to the Southern markets.—S.

The first auction sale of grain and hay since the flood took place this past week. R. J. H. Archibale acted as auctioneer, and sold several cars of corn and wheat.—S.

The Pennsylvania Ry. Co. is now able to handle grain shipments to Chicago and other Western cities. The freight is being handled in the End East yards here.—S.

The mill of Perin Bros. had 10 ft. of water in it during the recent flood and the mill of the Felss Mfg. Co. had to be closed. This company also suffered heavy loss at its warehouses in Dayton and Hamilton.—S.

Hereafter the person ordering the inspection of grain at this market will be charged with the inspection fee, in accordance with the order issued by Supt. Culkins of the Chamber of Commerce to Chief Inspector Munson.

When the dam at Shawneetown, Ill., broke, Gale Bros. Co., of this city, suffered a big loss at that point. Its elvtrs. in the city were surrounded with 8 ft. of water. B. W. Gale stated that they suffered a large property loss and also considerable money due to delayed shipments and loss of business.—S.

In a recent address A. P. Sandels, sec'y of the Ohio State Board of Agriculture, placed the damage done to farm lands in the state by the recent floods at \$10,000,000. In the majority of places nothing can be done to restore the soil that has been washed away, leaving the subsoil strewn with gravel and rock.—S.

A com'te will be appointed to appeal to the Interstate Commerce Commission for an extension of the demurrage rules. As a result of the flood, which crippled the initial lines operating at this market, delayed cars of grain are being rushed in on the local trade and an allowance of two days free time for prompt unloading will be asked.—S.

The grain trade has received complaints from shippers at Lawrenceburg and Aurora that the boat lines operating from Cincinnati to these points, that are without rail connection as a result of the flood, are robbing shippers. It is said that the freight rates have been boosted from 10 to 25c per 100 lbs. The rate charged for shipments to Louisville is 15c per 100 lbs.—S.

Henry Greenup, formerly in the service of the Car Door Reclamation Buro at the Fairmount Elvtr., operated by Ralph Gray, is charged with assault and battery by Geo. Sigmund, weighing supervisor of the Chamber of Commerce. It is alleged that Greenup, contrary to the strict orders of the dept., swept up grain in unloaded cars and sold the sweepings. Supervisor Sigmund reported him and he was dismissed from the service. Later he assaulted Sigmund.

Guy M. Freer, mgr. of the traffic dept. of the Chamber of Commerce says: The Cincinnati grain trade handling Illinois or Western grain into the Southeast, which has been given transit privileges at Indianapolis should bear in mind conditions under which shrinkage rates will be granted. Under the new rule the Chicago, New Orleans & Texas Pacific, Illinois Central, Baltimore & Ohio South Western and Southern roads provide that the proportional or shrinkage rate will apply where the Illinois or Western grain has been given transit privileges at Indianapolis. The Louisville & Nashville provides, however, that where grain has been accorded transit privileges at Indianapolis the proportional or shrinkage rate will apply where both the shipper at Indianapolis and the railroads from Indianapolis certify that grain is represented by the billing from the originating point west of Indianapolis.—S.

OKLAHOMA.

Durant, Okla.—W. T. Worthey has bot the interests of W. H. Hardage in the Durant Grain Co.

Piedmont, Okla.—M. Luscher has let contract to the P. H. Pelky Constr. Co. for an elvtr. at this station.

Byron, Okla.—The recently incorporated Hardin Grain & Supply Co. has bot the elvtr. of J. S. Blanchard.

Tuttle, Okla.—I am in the wholesale grain and seed business only and do not own or operate an elvtr.—O. C. Davis.

Foraker, Okla.—The Edwards Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, D. J., D. C. and H. J. Edwards.

Oklahoma City, Okla.—The 16th annual meeting of the Oklahoma Grain Dealers' Ass'n will be held May 20 and 21, 1913, with headquarters at the Skirvin Hotel.

Lahoma, Okla.—The Lahoma Grain & L. S. Co., incorporated; capital stock, \$5,000; incorporators, M. Goodnature, Enid; C. E. Ramsey, Lahoma, and J. N. Courter, Enid.

Guthrie, Okla.—Frank S. Gresham of Galveston, Texas, bot the plant of the Guthrie Flour Mfg. & Elvtr. Co. from Jos. W. McNeal and will put it into operation.

Lahoma, Okla.—The recently incorporated Lahoma Grain Co. is a member of the Oklahoma Grain Dealers Ass'n. Michael Goodnature is pres. of the new company, J. N. Couter, vice-pres., and C. E. Ramsey, sec'y-treas.

Bison, Okla.—The El Reno Mill & Elvtr. Co. has put a new tin roof on its elvtr., which has been repainted. The house has also been repaired. Mr. Van Dusen intends to install a new engine and a cleaner in his elvtr. before the new crop is on the market.—G. A. Imel, agt. The Oklahoma Mill Co.

Watonga, Okla.—The elvtr. at this station formerly operated by the Robey Grain Co., and later taken over by the First National Bank, burned April 3. The fire was evidently caused by the carelessness of a workman who left a lantern in the basement. The elvtr. was being operated by C. Y. Semple of Oklahoma City and contained about \$1,500 worth of grain.

Clinton, Okla.—The Chalfant-Nelson Grain Co., incorporated; capital stock, \$25,000; incorporators, J. D. Chalfant, R. E. Nelson, J. A. Ware, W. W. Church and G. E. Gannaway. The new company, a reorganization of the J. D. Chalfant Grain Co., will build a line of elvtrs., making this city its headquarters. Besides the plant here it controls three elvtrs. at Bessie, Sentinel and Oakwood.

OREGON.

Portland, Ore.—Balfour, Guthrie & Co. will build a two story re-enforced concrete office bldg. in this city. The building will cost \$50,000 and will have a foundation strong enuf to carry 12 additional stories.

PENNSYLVANIA.

Washington, Pa.—R. C. Garber has bot the Hart Elvtr.

Blairsville, Pa.—Farmers in this vicinity will build an elvtr.

Waynesboro, Pa.—The Thompson & Myers Co. has dissolved, Mr. Myers retiring.

PITTSBURGH LETTER.

Oliver Allen of Coraopolis has applied for membership in the Hay & Grain Exchange.

R. H. Leonard, employed by Jesse C. Stewart, a feed dealer at this market, has been sentenced to three months in jail for the embezzlement of \$277 from his employer.

John Floyd, R. E. Harper, Wm. Leubin and Wm. Faloon, recently appointed as a com'te to revise the rules of the Hay & Grain Exchange, reported at a meeting held Apr. 16.

The doors of all cars in the yards of the Penna. Ry. Co. and the P. C. C. & St. L. at Manchester, must be closed and sealed by 1 p. m. owing to liability of loss by fire, flood and rain, according to an announcement made by the carriers since the recent floods. Inspections must be completed by that time as access to cars after 1 p. m. can only be obtained by special order from the yard office and then only in case of an emergency.

PHILADELPHIA LETTER.

James Tracy, one of the oldest members of the Commercial Exchange, died Apr. 19 at his home in Conshohocken, at the age of 80. Altho an active member of the exchange since 1867, Mr. Tracy never held office.—C.

Harry Schwarz, an active member of the Commercial Exchange since 1888, died Apr. 19. He served two terms as director of the exchange, from 1896 to 1897. He has been in failing health for some time, but did not give up active interest in his business until a few days before his death.—C.

The receipts of grain at this market during March show a marked increase over February and indications point to 1913 as the banner year. March receipts were: Wheat, 73,570 bus.; corn, 619,350 bus., and oats, 680,434 bus. Exports for the month included 517,301 bus. of wheat, 342,301 bus. of corn, 155,172 bus. of barley and 17,183 bus. of rye.—C.

Philadelphia, Pa.—A tax and bond bill which will place a tax on all goods handled by brokers and place them under a \$5,000 bond to protect the shipper will be introduced in the state legislature at an early date. Since the Factor Law, which makes it a criminal act for any commission man to fail to account for every cent involved in a transaction, is in force, the greater majority of dealers think the new bill superfluous. The Commercial Exchange recently appointed L. G. Graff, James L. King and Wm. A. Huey, representatives of the grain trade, to act as a com'te to go to Harrisburg and protest the passage of the bill and the exchange will make a stiff fight to keep the bill from becoming a law.

SOUTH DAKOTA.

Fairview, S. D.—The elvtr. of the Trad-ers' Grain Co. is closed for the season.

Tabor, S. D.—The McCaull-Webster Elvtr. Co. suffered a small loss by fire, Apr. 19.

Houghton, S. D.—Geo. Pfutzenreiter has bot the elvtr. of the defunct Sleepy Eye Mlg. Co.

Mitchell, S. D.—Wm. Heath of Luverne, Minn., is reported to be contemplating the erection of an elvtr. here.

Humboldt, S. D.—Theo. Gieson of Ethan will succeed E. W. Evans as mgr. of the Farmers Elvtr. Co., May 1.

Putney, S. D.—The recently organized Farmers Elvtr. Co. will begin business in about 2 weeks.—W. J. A. Schoppe, sec'y.

Yankton, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co., containing 2,500 bus. of grain, burned Apr. 14; loss, \$10,000; insurance on building, \$6,800; stock insured in full.—H.

Brookings, S. D.—Geo. P. Sexauer will close out the milling dept. of his business May 1 and will limit his operations to the elvtr. and feed trade. He will increase the number of houses in his line of elvtrs.

Plankington, S. D.—The 30,000-bu. elvtr. of the Farmers Elvtr. Co., now under construction, will be equipped with a 15 h. p. gasoline engine, man lift and rope drive. The dump and the automatic scales used in the old elvtr. which was wrecked will be installed in the new house.

SOUTHEAST.

Uniontown, Ala.—B. F. Harwood will erect a feed mill to grind grain and alfalfa, the power to be a gasoline engine.

Martinsburg, W. Va.—The elvtr. of the Cumberland Valley Ry. Co. burned Mar. 20, will be rebuilt at once, the new house to cost \$35,000.

Greenwood, Miss.—The proposed elvtr. proposition has fallen thru, much to our regret.—W. H. Hays, sec'y Greenwood Business League.

Bluefield, W. Va.—We have just completed our flour and feed mill and have a storage capacity of 50,000 bus.—C. O. Wright, sec'y McCue & Wright Mlg. Co.

Aniston, Ala.—The Woodruff Feed Co. will build an elvtr. of five bins of one carload each, capacity. The building will have a concrete foundation and will be covered with corrugated iron.

Atlanta, Ga.—W. R. Shropshire, one of the oldest grain brokers of this city, died suddenly Apr. 3, at the age of 66. For several years Mr. Shropshire has been the chief inspector of grain and hay at this market under the appointment of the Atlanta Grain Dealers Ass'n. He was a man of high character.—Joseph Gregg, pres. Atlanta Grain Dealers Ass'n.

TENNESSEE.

Chattanooga, Tenn.—Work has been started on the reinforced concrete elvtr. of the Mountain City Mlg. Co. It will have 13 bins with a total capacity of 250,000 bus.

Nashville, Tenn.—E. M. Kelley was re-elected pres. of the Grain Exchange at the recent annual election. Other officers are W. T. Hale, first vice-pres.; Frank Gillette, second vice-pres., and R. H. Works, A. Harsh, J. McAlexander, W. R. Tate and H. H. Hughes, directors.

Memphis, Tenn.—E. A. Ryerson is not a member of the Merchants' Exchange. Mr. T. D. Jordan, who claims to have worked for Ryerson from Mar. 15th to Apr. 15th of this year, says he received for his services a check on the National City Bank which went to protest, because Ryerson had no funds on deposit. Mr. Jordan says: "I know of 4 cars shipped to Anderson & Fulson, Atlanta, Ga., by Ryerson which ran short over 9,000 lbs. Anderson & Fulson attached the second car for the short weights of the first. I know of a car shipped by Ryerson to the National Mlg. Co., Macon, Ga., which had a shortage

valued at \$124.66. The National Mlg. Co. paid the draft on the car and then attached the money for the shortage. That was this month. Ryerson has 10½ carloads of hay in the Planters Warehouse, this city; 7 are held by the Frisco R. R. and the National City Bank, and the balance by the National City Bank. Inasmuch as the bank has the prior claim, I figured that I could not attach the hay, so attempted to attach Ryerson's office furniture, but it had been levied on by three or four parties in advance of me. An Idaho shipper mailed Ryerson Bs/L for 6 cars of hay."

TEXAS.

Waco, Tex.—The elvtr. of the Farmers Elvtr. Co. is being torn down and a new house will be erected on the site this summer.

Sherman, Tex.—The Chapman Mlg. Co. is building an addition to its elvtr. G. B. R. Smith will also build an elvtr. at this point.

Waco, Tex.—The Brazos Mill & Elvtr. Co. is a new firm here. It is located on the Texas Cent. and Katy tracks.—C. H. Crouch, of H. H. Crouch Grain Co.

Waco, Tex.—We have just completed the organization of our company and will engage in a general brokerage business in grain, feed, flour, etc.—J. Stein, sec'y-treas. The Goodman Brokerage Co.

Fort Worth, Tex.—[By special wire.]—At a meeting of the directors of the Texas Grain Dealers Ass'n held here yesterday, it was decided to hold the 16th annual meeting of the ass'n May 27 and 28 at this city.

Fort Worth, Tex.—The following officers were elected at the annual election of the Grain & Cotton Exchange, Apr. 4; T. G. Moore, pres.; Paul Crusemann, vice-pres.; W. W. Manning, treas., and Emmett B. Wooten, sec'y.

Sherman, Tex.—We will build a concrete fireproof elvtr. of 175,000 bus. capacity, and will equip it with the latest and most up-to-date elevating and cleaning machinery. We will have a capacity for loading and unloading 5 cars per hour, and will be located on the Frisco tracks. We expect to have it ready by July 10.—G. B. R. Smith Mlg. Co.

Fort Worth, Tex.—H. B. Dorsey is still acting sec'y of the Texas Grain Dealers Ass'n. Sec'y Gibbs has been absent from his duties since Nov. 23. For some time after he suffered two strokes of paralysis, his life was despaired of, but he is now on his feet and seems to be gradually improving. He calls at the office two or three times a week and has expressed his intention to resume his work about May 1.

WASHINGTON.

Pasco, Wash.—Burglars recently wrecked the office of the Western Grain & Seed Co. and stole \$40.

Spokane, Wash.—The Spokane Grain Co. has discarded its horse delivery and now uses 5-ton motor trucks.

Seattle, Wash.—Seymour Manning of Colfax has been appointed state grain inspector by Governor Lister and will assume office July 1.

Endicott, Wash.—Endicott Union Elvtr. Co., incorporated; capital stock, \$15,000; A. T. Jones, pres.; P. Green, vice-pres., and J. A. Marsh, sec'y-treas.

WISCONSIN.

Pepin, Wis.—We will build coal sheds.—R. E. Jones Co.

Rockland, Wis.—John Wolf is now agt. for the H. E. McEachron Co.

Boyd, Wis.—I am now mgr. for the Boyd Produce Co.—O. J. Amundson.

Endeavor, Wis.—I have succeeded McDougal & Reed.—D. G. McDougal.

Thorp, Wis.—We will enlarge our elvtr. and install new grinding machinery.—Bartlett Bros.

Sauk City, Wis.—We have succeeded Maegerlein & Son.—Maegerlein & Geier.

Plymouth, Wis.—The elvtr. of E. C. Collins has been torn down.—J. H. Timm Co.

Sparta, Wis.—H. Harman is now mgr. for us at this station.—Grand Rapids Mlg. Co.

Edgerton, Wis.—Atwood Bros. are scoop shoveling at this station.—Heddlers Lbr. Co.

Underhill, Wis.—The H. E. McEachron Co. is out of business at this station.—C. Sevier.

Pardeeville, Wis.—D. T. Lynch has succeeded L. E. Wheeler, deceased.—Wm. Hughes.

Green Lake, Wis.—We have bot the elvtr. of T. S. Chittendon & Co.—Wisconsin Central Lbr. Co.

Lake Geneva, Wis.—We have succeeded Burton, Denison & Davidson.—Edmund Denison & Co.

Friesland sta., Randolph p. o., Wis.—We are building an elvtr. at this station.—David G. Jones.

Coon Valley, Wis.—We have succeeded the Cargill Elvtr. Co. at this station.—J. Gund Brewing Co.

Lena, Wis.—I will add a small warehouse to my plant and also expect to build a hay shed.—J. N. Bassett.

Tomah, Wis.—We have succeeded L. W. Earle and M. Syverson and have 4 elvtrs. at this station.—Syverson & Earle.

Necedah, Wis.—I am operating as the Necedah Mlg. & Electric Co. Henry White is scoop shoveling here.—F. M. Reed.

Sheboygan, Wis.—Simon Grasser & Co. celebrated its 25th anniversary Apr. 4, the business having been founded in 1888.

Viroqua, Wis.—Fred Eckhart has succeeded the Cargill Elvtr. Co. and is the only shipper at this station.—Olaf Walley, agt.

Potter, Wis.—I have succeeded the Manitowoc Maltng Co. and M. Wertz is out of business. I may install a car loader in the elvtr.—A. N. Voigt.

Colfax, Wis.—I have purchased the elvtr. of I. T. Hammer. The Northern Elvtr. Co. and myself are the only regular dealers here.—J. A. Freestone.

New Auburn, Wis.—I have succeeded the New Auburn Produce Co. and Engebretson Bros. are agts. for the New Richmond Roller Mills Co.—A. J. Amundson.

Lone Rock, Wis.—Geo. Peck, Peck Bros., Henry Brace, B. W. Lenge, A. Button, A. Hater and C. E. Goodrich are scoop shovelers at this station.—J. M. Brophy.

Neillsville, Wis.—Robt. Kurth has built a flat house on the Omaha Siding, and J. Klechner has bot the plant of the Neillsville Cash Mlg. Co.—The Luethe Co.

Dundas, Wis.—We have succeeded the Dundas Hardware Co. J. N. Bruecke, operating as the Farmers Equity Co., is scoop shoveling here.—Dundas Canning Co.

Horicon, Wis.—I am installing a 40-h. p. kerosene engine in place of my gasoline engine on account of the big advance in the price of gasoline.—E. G. Bennett.

Denmark, Wis.—We expect to rebuild our elvtr. burned Feb. 12, during the summer. At present we are handling grain thru our flat house.—Kriwanek Bros. Co.

Leon, Wis.—B. Fox and A. T. Root are in the grain business here. They have no elvtr. but buy a car at a time and sell it out at a cut price and even at cost.—Grand Rapids Mlg. Co., Sparta.

Mondovi, Wis.—The elvtr. of David Blum is closed. We will install a wagon scale and new elevating machinery. We will also build a commodious warehouse for hay and straw.—H. B. Pace, mgr. Mondovi Equity Exchange.

Stevens Point, Wis.—It has recently been reported that the Jackson Mlg. Co. would in future run its elvtr., rye, barley and other mills independent of one another. The company, however, writes: There is nothing in the report. The business will be conducted as heretofore.

Spring Green, Wis.—Fredrickson & Schaefer have succeeded L. A. Brown, and Cohen Bros. have succeeded me. Geo. Peck and Stanley Slauson are scoop shoveling here.—J. A. W. Sprecher.

North Prairie, Wis.—The North Prairie Feed, Fuel & Lbr. Co. has succeeded us at this station. M. H. Williams and F. E. Hess are scoop shoveling here.—The C. H. Fintel Co., Genesee Depot.

Monroe, Wis.—W. A. Becker is putting up a building which he will use as a feed mill, feed store and grocery. He will install the latest and most up-to-date machinery.—Monroe Model Mill.

Milton Junction, Wis.—A man by the name of Stoppenbach has had a buyer here for two seasons, buying barley. The agt. remains a week or two, using our scales and loading from wagons to cars.—F. B. Goodrich Lbr. Co.

Stoughton, Wis.—E. C. Pederson has succeeded Pederson & Usher. He has only a warehouse, no elvtr. and handles grain in small lots or in the car as it comes in. Most of the grain grown here is used by the farmers and more is shipped in.—W. H. Dearborn.

Amery, Wis.—E. J. Schneider, operating as the Amery Merc. Co., Elwood & Alwine, operating as the Producers Mfg. & Distributing Co., and Aug. Beyl are scoop shoveling at this point. The regular dealers are Osceola Mill & Elvtr. Co. and ourselves.—Northern Supply Co.

Madison, Wis.—Governor McGovern has signed the Paul Bill recently passed by both houses. The new law requires that any person, firm or corporation, entering into any contract for the purchase of any crop that is not ready for immediate shipment, shall weigh the crop when delivered and shall pay the contract price, unless any inferior quality or unsound condition of the crop shall be due to the negligence or willful act of the vendor.

New Richmond, Wis.—The New Richmond Produce Co. has been in business less than a year under that name. This concern was formerly called the New Richmond Elevator, but were not in business steadily. In the fall of the year they would bull the market, not to make a profit, only enuf to pay the elevator help, sometimes discharging all the help as soon as the bulk of the grain was gone. Often when they open for business in the fall it is under a new name. Two years ago they did not open at all. The regular dealers here who keep open every year are the Farmers Grain Co. and the New Richmond Roller Mills Co.

MILWAUKEE LETTER.

F. F. Clapp has been reappointed chief weigher of the Chamber of Commerce.

Chas. J. Reilly and W. A. Lamson have been admitted to membership in the Chamber of Commerce.

The Donahue-Stratton Elvtr. Co., incorporated; capital stock, \$50,000; incorporators P. P. Donahue, M. M. and P. B. Stratton.

The annual report of the directors of the Chamber of Commerce places the receipts for the year at \$108,660 and the disbursements at \$77,722, leaving a balance of \$30,938 on hand.

Pres. Donahue of the Chamber of Commerce, has appointed the following com'te on supervision of grain inspection and weighing: H. M. Stratton, J. J. Crandall, A. K. Taylor, Josef Mueller and A. R. Templeton.

The grain dealer laid down some suspicious looking bills with a genuine dollar bill on top and handed them to the farmer for a wagon-load of wheat.

"Can't take this money," said the farmer.

"Why not?"

"Most of it isn't good."

"The top layer is good, isn't it?"

"Yes."

"That's the way it was with that load of wheat."

FINDING GASOLINE ENGINE Trouble.

When a gasoline engine balks—don't swear. Search for the trouble systematically. An engine always has a good reason for not working, and the quickest way to find that reason is to follow an orderly procedure. The table given herewith is chiefly valuable because it suggests a regular sequence to pursue.

Most gasoline engine troubles are ignition troubles, and for this reason the table is based mainly on the ignition. If the operator in times of trouble will consult the "Trouble Hunting Table" herewith, reproduced from *Gas Power Age*, and follow the procedure it indicates, he will inevitably arrive at the source of the difficulty and in much quicker time than by following the haphazard, profanity-seasoned method usually employed.

The table is easily understood. When the engine refuses to start, first make sure that the ignition is in good order and the switch on. If it is found that the cylinders have uniform compression,

the next step is to determine whether or not the carburetor is in good condition. Should the carburetor fail to work properly, it is due to any of the seven reasons shown, viz., carburetor floods, the needle valve is out of adjustment, the gasoline flows too slowly, the air valve is not properly adjusted or is choked with dirt, or the throttle valve is out of order.

By cutting out the table, pasting it on a piece of cardboard and hanging it near the engine, the operator will have a guide on hand when the engine stops.

KOREA is developing into a heavy importer of American wheat, flour and rice. Japan cannot grow sufficient rice to feed her people and imports a great deal of Korean rice. As a result, Korea is obliged to import wheat flour and rice to feed her own population. The larger part of these foodstuffs comes from the United States, and upon the completion of the Panama Canal, Texas and Louisiana rice planters shud be able to dispose of large quantities of their crop in Korea.

TROUBLE HUNTING TABLE

FOR ALL GAS ENGINES

MOTOR REFUSES TO START

IGNITION IN GOOD ORDER AND SWITCH ON

Cylinders have uniform compression . . .

Poor compression

Carburetor adjustment unchanged and in working order.

Carburetor out of order.

Valve stem sticks. Weak or broken valve springs. Valve (exhaust) leak—regrind. Valve timing wrong.

Spark timed wrong. Water in gasoline or of poor grade. Gasoline tank empty. Feed pipe clogged.

Carburetor floods—due to: (1) Leaky float. (2) Needle valve does not seat. (3) float or mechanism stuck.

Needle Valve Adjustment changed.

Nozzle Clogged—remove and clean.

Flow too slow—allowing only a little gasoline to come out of nozzle.

Air Valve Adjustment changed, giving too much air.

Dirt In Air Valve holding it open, sticky valve-stem, etc.

Throttle Valve out of order—loose on stem.

IGNITION NOT O. K.

Battery

Magneto

No Spark Spark—Timer out of proper setting.

No Spark—Broken wire, distributor dirty, grounded primary wire, water or moisture in parts.

Spark—Magneto out of time or wired wrong.

Battery in Good Condition—inspect coil and timer mechanism. Broken or grounded wires.

Old Battery—replace with new battery.

II

MOTOR STARTS AND THEN STOPS

- (1) Water leaks into cylinder.
- (2) Grade of gasoline changed or water in tank.
- (3) Gasoline used to prime motor used up and adjustment on air valve too light.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Western Trunk Lines in Circular 1-J give rules, regulations, and exceptions to classifications in effect May 1.

C. B. & Q. in Sup. 5 to ICC 10690 gives rules for cooping cars and furnishing grain doors, effective May 5.

C. G. W. in Sup. 1 to ICC 4889 gives a minimum weight of 30,000 lbs. on grain and flaxseed, effective Apr. 15.

A. T. & S. F. quotes a rate of 16c on malt from Omaha, Neb., and Council Bluffs, Ia., to Joplin, Mo., effective May 5.

Illinois Traction System in Sup. 1 to ICC 116 and 117 gives minimum weights for grain and grain products, effective May 15.

C. G. W. in ICC 4894 gives transit privileges at Kansas City, Kan., and Kansas City, Mo., on grain from Chicago, Ill., to Texas points, effective Apr. 3.

C. G. W. in Sup. 10 to ICC 4742 quotes rates on flaxseed, corn meal, oil cake and oil meal between E. Dubuque, Ill., and stations in Iowa, effective Apr. 15.

Penna. Co. in Sup. 9 to ICC F-414 quotes rates on grain and grain products from stations on Penna. and connecting lines to C. F. A. points, effective May 5.

St. L. & S. F. in Sup. 18 to ICC 6254 quotes grain and grain products rates between Ark., Kan., Mo., and Okla. points, and Missouri River stations, effective May 15.

A. T. & S. F. quotes rates on linseed meal and cake from Fredonia, Kan., to Easton, Lee and Winchester, 10c; Holton, 12; and Arrington, Kan., 1c, effective May 10.

C. I. & L. tariff 45-P, quoting rates on grain, grain products and by-products, has been suspended until May 25 by the Indiana Railroad Commission pending investigation.

Mich. Cent. in Sup. 13 to ICC-4135 quotes rates on grain and grain products from stations on M. C. R. R. and connections to Eastern United States and Canadian basing points, effective May 15.

C. G. W. in Sup. 17 to ICC 4821 quotes rates on grain, grain products, flaxseed, and millet seed from Chicago, Ill., and rate points; to points in Ia., Kan., Minn., Mo., and Neb., effective Apr. 10.

C. M. & St. P. in Sup. 27 to ICC B2002 gives rules covering milling, cleaning, mixing and storing of grain moving between C. M. & St. P. stations and stations on connecting lines, effective May 1.

C. B. & Q. in Sup. 16 to ICC 9867 quotes additional rates on grain and grain products from Illinois stations to the Atlantic Seaboard, interior points and Eastern Canadian Points, effective May 8.

C. Terre Haute & S. E. quotes flaxseed rates from Chicago and Moline Transfer, Ill., as follows: To Cleveland 9½c, Dayton, O., 6c, Ft. Wayne and So. Bend, Ind., 4½c, and Toledo, O., 7½c, effective May 6.

Mich. Cent. in Sup. 10 to ICC 4133 quotes additional rates on grain and grain products from M. C. stations to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Ont., Penn., W. Va. and Wis., effective May 15.

A. T. & S. F. in ICC 6345 quotes rates on grain and grain products from Missouri River points to Galveston, Texas City and Port Boliver, Tex., for export only; also gives rules for elevator allowance and minimum weights, effective Mar. 31.

Mich. Cent. cancels rates on grain quoted in tariff ICC-4135 via Buffalo, Black Rock, Suspension Bridge, N. Y., or Toledo, O., to points on or reached via Erie R. R. when stopped in transit for milling, malting or any other pur-

pose at points on the Erie west of Hornell or south of Buffalo, N. Y.

C. P. R. quotes a rate on oat hulls from Fergus, Ont., to Jamestown, N. Y., 1½c; from Lindsay, London, and Tillsonburg, Ont., to same point, 13c, effective Apr. 5.

C. G. W. in Sup. 17 to ICC 4670 quotes rates on grain, flaxseed and millet seed between Atchison, Kansas City, Leavenworth, Kan., Kansas City, and St. Joseph, Mo.; and C. G. W. stations, effective Apr. 5.

C. G. W. in Sup. 5 to ICC 4812 quotes rates on grain, grain products, flaxseed and millet seed between C. G. W. stations in Ia., Kan., Minn., Mo., and Neb.; and Milwaukee, Wis., and rate points, effective Apr. 10.

C. P. & St. L. cancels rates on grain and grain products to Cairo, Ill., and Evansville, Ind., when destined to South-eastern and Carolina points, and substitutes rates quoted in ICC 732, effective May 10.

M. K. & T. in Sup. 5 to ICC A-3436 quotes rates on grain and grain products from Chicago, Ill., and M. K. & T. stations in Mo., Kan., and Okla.; to Memphis, Tenn., Little Rock, and Fort Smith, Ark., effective May 1.

Illinois Traction System has amended ICC 115 to make rates quoted in that tariff on grain apply also on grain products listed as taking barley, corn, oats or wheat rates in Western Trunk Line Circular No. 1-G, effective May 15.

C. R. I. & P. in Sup. 4 to ICC C-9325 quotes proportional rates on grain products for export, when re-shipped, from Atchison, Leavenworth, Kan., Kansas City, and St. Joseph, Mo.; to Lamberts Point, Newport News, and Norfolk, Va., effective May 1.

C. G. W. by order of the Interstate Commerce Commission has postponed the effective date of Sup. 22 to ICC 4615 and Sup. 4 to ICC 4873, containing Minneapolis milling in transit privileges and advances in rates on wheat, to June 20, pending investigation.

C. G. W. in Sup. 9 to ICC 4794 quotes rates on grain and grain products between Chicago, Ill., Milwaukee, Racine, Racine Jct., Templeton, Waukesha, Hamilton, Manitowoc, and Oshkosh, Wis.; and various stations in Illinois, and Dubuque, Ia., effective Mar. 15.

M. K. & T. in Sup. 5 to ICC A-3742 quotes rates on grain and grain products between Alton, Chicago, East Hannibal, East St. Louis, Ill., Hannibal, Mo., Minneapolis, Minnesota Transfer, and Winona, Minn.; and Kan., Mo., and Okla. points, effective May 1.

Santa Fe quotes linseed oil rates from Kansas City, Mo., to Hutchinson, Kan., 25c; from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to Cherryvale, 20c; Fredonia, 20c; and Wichita, Kan., 25c; effective May 5.

Illinois Traction System by order of the Interstate Commerce Commission has postponed the effective date of tariffs ICC Nos. 122, 123, 124, 125, 126, 128, 129, 130, 131, and 132, containing advances in grain rates, until July 8, pending the Commission's investigation.

C. I. & L. tariff 439-G quoting rates on grain and grain products from Chicago, Englewood, Ill., Hammond, Ind., Hege-wisch, Pullman Jct., and So. Deering, Ill., to C. I. & L. stations has been suspended until May 22 pending investigation by the Indiana Railroad Commission.

C. G. W. in Sup. 3 to ICC 4871 quotes rates on grain, grain products and flaxseed from Minneapolis, Minn. Transfer, St. Paul, So. St. Paul, Minn., Council Bluffs, Ia., Omaha, and So. Omaha, Neb.; to Memphis, Tenn., New Orleans, La., and other Gulf ports, effective Apr. 3.

C. R. I. & P. in Sup. 10 to ICC C-938/ gives minimum weights and quotes rates on grain, grain products, and seeds between Missouri River common points and stations in Colo., Kan., also St. Louis,

East St. Louis, Ill., etc.; and Rock Island stations in the West and Southwest, effective May 28.

C. G. W.'s Sup. 11 to ICC 4794 and Sup. 2 to ICC 4839, quoting advances in grain rates, has been suspended until July 8 pending investigation by the Commission.

C. G. W. in Sup. 15 to ICC-4718 quotes rates on grain, flaxseed and millet seed between C. G. W. stations specified and various station in South Dakota, effective Apr. 21.

C. R. I. & P. in Sup. 13 to ICC C-9337 quotes additional rates on grain, grain products and seeds from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla.; to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective May 10.

A. T. & S. F. quotes rates from Atchison, Leavenworth, Kan., Kansas City, and St. Joseph, Mo., to Newport News and Norfolk, Va., for export as follows: avena, pearl barley, popcorn, wheat, feed, shipstuffs, etc., 22c; meal, barley, corn, hominy, middlings, etc., 21c, effective May 10.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the eight months prior to Mar. 1, aggregated 136,211,498 lbs.; compared with 115,795,499 lbs. imported in the corresponding period of 1911-1912. Exports included 5,060,314 lbs. of rice to Mar. 1; compared with 25,178,786 lbs. exported in the corresponding period of 1911-1912. Of foreign rice, rice flour, rice meal and broken rice we re-exported 8,025,392 lbs., during the eight months prior to Mar. 1; compared with 5,407,668 lbs. re-exported in the corresponding period of 1911-1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

CALF OR GOOSE?

Eight German students saw a farmer coming down the road leading a calf. Deciding to play a trick on the rustic, the students separated, and two of them approached the farmer.

"That's a fine goose you have there," remarked the students admiringly.

"Goose?" retorted the farmer, "You fools, can't you tell the difference between a calf and a goose?"

A short distance further the farmer met the second pair of students.

"What a fine, fat goose you have," the young fellows exclaimed.

"You, too! That's a calf, man, a calf. Who ever saw a goose with four legs?"

The farmer had hardly recovered his composure before the third pair of students came up to him.

"How much will you sell your goose for?" he was asked.

"What, has the whole town gone crazy?" he cried angrily. "That's a calf! Who ever heard of leading a goose by a rope?"

The last pair of students rushed up to him. "We'll give you fifty cents for your goose," they cried.

The bewildered farmer looked at the animal with dismay.

"When I left home it was a calf, and it still looks like a calf to me, but if eight men come along and say it's a goose, it must be a goose. Give me the fifty cents and take the beast away."

"Ridiculous," you say, "could not happen." Wait a minute. How about the elevator man who believes the tales of farmers about the enormous business his competitor is doing, of the fancy prices he is paying and the vast profits he is making. The German farmer is not the only one who has sold a calf for a goose.

Supply Trade

Advertising is a modern trade tool, without which the equipment is seriously handicapped.

Bloomington, Ill.—The Portable Elvtr. Co. is seeking a new location with more commodious quarters.

Chicago Callers.—N. C. Webster, Canadian Mgr. of the Richardson Scale Co., Passaic, N. J.; Otto Barth of the Witte Iron Works Co., Kansas City, Mo.

Chicago, Ill.—Recent Illinois incorporations include that of the Mona-Duplex Seal Co., with a capital of \$15,000, for the manufacture of locking and sealing devices.

Des Moines, Ia.—The lower branch of the Iowa legislature has passed the bill which provides for the manufacture of binder twine at the state prison. The bill is now in the Senate, where its fate is problematical.

Passaic, N. J.—The Richardson Scale Co. announce that Mr. Buchan, recently connected with the Kansas City office, has been transferred to Minneapolis, and that his successor, L. B. Graham, has been appointed, with headquarters at Wichita, Kas.

Kansas City, Mo.—The official diagram of the exhibition space in the convention hall, as it will be arranged for the second annual Gas Engine Show, to be held Aug. 16th-23d, has been prepared and will be mailed to all who have a conceivable interest in making an exhibit.

Advertising costs money, and from sales must be derived the money with which to pay advertising bills. True; but advertising stimulates consumption, and consumption invites competition, and competition reduces costs of production. So advertising really reduces prices to consumers in the long run.—*Mahin's Messenger*.

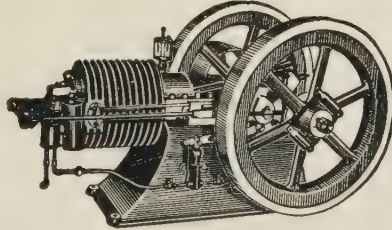
A leading bag house, in commenting on the proposed changes in duties on burlap, says: "The Underwood bill imposes the same duty, namely 25 per cent ad valorem, on both burlap cloth and burlap bags. The proposed duties would make no material change in the revenue secured on these commodities; in the long run the cost of burlap bags to the consumers would be affected very little, altho at present market prices the cost of burlap bags would be slightly increased. One inevitable result would be that a considerable proportion of the manufacturing of burlap bags now done in this country would be transferred abroad. We are working to have the duty on burlap cloth reduced to 15 per cent, leaving that on burlap bags at 25 per cent."

Chicago, Ill.—The wonderful growth of the telephone industry is shown by the activities of the Western Electric Co. In addition to the companies of the Bell system, sales have been made by this company to 9,000 different telephone companies in the United States. This business, which was begun in 1908, runs into millions of dollars annually. One of its interesting developments has been the sale of hundreds of thousands of telephones to farmers and farmers mutual companies, who are in this way taken out of their isolation. Some of the salient points of the 1912 business have been the furnishing of enough telephone switch-

boards and telephones to give service to over one million new subscribers, and the manufacture in the Hawthorne and foreign shops of cable containing ten billion conductor feet of wire, or enough to girdle the earth eighty times.

Improved Air Cooled Engine.

The advantages of air-cooling for gasoline engines are so many that engine manufacturers have extended this successful design from the small engines in which the air cooling principle



was first employed to larger and larger sizes, so that now these engines are available to grain elevator operators in sizes of 6 h. p.

A distinct type of the air cooler has been applied to the engine shown in the engraving. In this engine the cylinder is cooled directly from the inside where the explosion takes place, right where the cooling is needed. In addition to the exhaust valve in the cylinder head of the other types of four-cycle engines, the Gade Air Cooled Engine has an auxiliary exhaust port at the back of the cylinder, which is uncovered and opened at the extreme end of the third and outer stroke of the piston, thus avoiding the common method of forcing the exhaust back thru the cylinder.

The working parts of this engine are of tempered tool steel. The gears are of cut steel, and all parts are machined and planed before being put together. The piston rings are turned and returned.

It is said that the Gade 6-h. p. Engine has made a 10-hour continuous run on only 4 gallons of gasoline. Its popularity has increased steadily, and the company contemplates building the engine in larger sizes, from 8 to 16-h. p. Additional information will be furnished on application to the manufacturer, the Gade Bros. Mfg. Co.

Exports of Breadstuffs.

Exports of breadstuffs during the nine months prior to Apr. 1 included 72,053,114 bus. of wheat, 8,757,723 bbls. of wheat flour, 40,831,856 bus. of corn, 32,366,081 bus. of oats, 887,217 bus. of rye, and 15,434,140 bus. of barley; compared with 26,768,578 bus. of wheat, 8,703,834 bbls. of wheat flour, 36,350,830 bus. of corn, 1,326,785 bus. of oats, 2,429 bus. of rye, and 1,359,471 bus. of barley during the nine months ending Apr. 1, 1912.

Wheat exports totaled 4,534,704 bus. in March; compared with 1,144,833 bus. in March, 1912. The total value of the breadstuffs exported during the nine months ending Apr. 1 was \$159,705,523; compared with \$94,213,002 for this period in 1912, as reported by O. P. Austin, chief of the Bureau of Statistics.

THE FIFTH International Rice Congress will meet in May, 1914, at Valencia, Spain. This is the first time the Congress has been held outside of Italy.

Wm. H. Colvin & Co.

104 S. La Salle Street

CHICAGO

There seems to be no good reason for the extreme depression that has so long existed. The wheat markets of this country are devoid of any inflation, they are on an export basis, and are said to be the lowest on record, relative to prices in other countries.

Corn shows a gradual hardening tendency. Prices are 20 cents lower than a year ago, the consumption is large, and the high values of hog products, ensures profitable feeding of corn at much higher prices than now prevail.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.

R
E + FUMA =
Live weevil plus a little Fuma equals dead ones every time.
Fumigate Your Elevators and Mills with FUMA
The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.
10c. per lb., in 50 lb. and 100 lb. drums.
Send for printed matter.
EDWARD R. TAYLOR
Manufacturing Chemist PENN YAN, N. Y.



Is this your grain?

It May Be

But these losses can be prevented with

Kennedy Car Liners

Made by

FRED W. KENNEDY

Shelbyville, Ind.

Supreme Court Decisions

Stoppage in Transit.—A seller has no right of stoppage in transit where the purchaser or consignee of the goods is solvent.—*Carder v. Atchison, T. & S. F. Ry. Co.* St. Louis Court of Appeals, Missouri. 153 S. W. 517.

"Car Load."—Parol evidence is necessary to explain what the parties meant by the term "car load" in a contract of sale; it being a term of uncertain meaning.—*Layton v. Elba Mfg. Co.* Supreme Court of North Carolina. 77 S. E. 677.

Landlord's Lien on Crop.—A landlord entitled to rent may recover from the purchaser of any crop grown by the tenant, who has notice, either actual or constructive, of the lien, the value of the crop purchased, to the extent of the rent due.—*Butler v. Corey.* Supreme Court of Oklahoma. 130 Pac. 137.

Lien on Crop.—The landlord's lien is given by Rev. Civ. St. 1911, art. 5475, for supplies furnished to the tenant to enable him to make a crop, and only attaches to the crop for the making of which such supplies were furnished.—*Lasater v. Streetman.* Court of Civil Appeals of Texas. 154 S. W. 657.

Damages for Carrier's Delay.—One who makes an interstate shipment under a common express receipt limiting the carrier's liability to \$50 can only recover that amount as damages for the carrier's failure to properly transport and deliver the article.—*American Express Co. v. Burke & McGuire.* Supreme Court of Mississippi. 61 South. 312.

Misshipment.—Where plaintiff tendered lumber to defendant's station agent for shipment to West Swanzy, N. H., but the agent, through mistake, billed the shipment to West Swansea, Mass., and it was carried to South Swansea, Mass., and thence reshipped to its correct destination, defendant was at fault in making the misshipment, and was liable for the difference in freight charges which plaintiff was compelled to pay by reason thereof, with interest.—*Read & Davis v. Central Vermont Ry.* Supreme Court of New Hampshire. 86 Atl. 161.

Limitation of Carrier's Liability.—A shipper, being required to take notice of published rates filed with and approved by the Interstate Commerce Commission, and which the carrier is required to charge, is bound by a provision in a B/L providing that, if the shipper does not state the value of a shipment in the B/L, the carrier will not be liable for more than \$50, although he was ignorant of its presence; such being, in effect, a declaration that the goods were not worth more than \$50.—*Pacific Express Co. v. Ross.* Court of Civil Appeals of Texas. 154 S. W. 340.

Sale on "Nominal" Market Price.—A contract of sale of the output of rosin and turpentine from turpentine orchards for a season stipulated for delivery as received from the orchards, and for the payment of each installment at a price "based on the Savannah market, date of delivery." The board of trade of Savannah made daily quotations, and daily reported the market as "firm," "nominal," "dull," "quiet," or "steady." The price quoted on days the market was reported as "nominal," merely showed the price of last sales. Held, that the buyer, in the absence of custom to the contrary, must pay the price quoted on days the market was reported as "nominal" for an installment delivered on that day, and could not compel the seller to accept the price fixed on the basis of the next succeeding market quotation, when the market was "firm," "steady," or "quiet."—*Union Naval Stores Co. v. Patterson.* Supreme Court of Alabama. 60 South. 807.

Custom of Trade.—Where a seller in Kentucky sold to a buyer in Washington blue grass seed, but the contract of sale was ambiguous as to the number of pounds to be delivered for a bushel, evidence of the custom in Kentucky that 14 pounds constituted a bushel was admissible, provided the buyer knew of the custom and contracted with reference to it, whether the sale took place in Kentucky or in Washington.—*Brent v. Chas. H. Lilly Co.* U. S. District Court, Western District of Washington. 202 Fed. 335.

Duty to Tag Feedstuffs.—Where Louisiana brokers acting for local customers purchased corn chops from a manufacturer in Arkansas, the duty to have the goods properly inspected and tagged as required by Act La. July 5, 1904 (Act No. 153 of 1904) § 3, rests upon the brokers and not upon the manufacturer, and hence the brokers cannot hold the manufacturer for damages from want of a proper inspection and tagging.—*Trousdale v. Arkadelphia Milling Co.* Supreme Court of Arkansas. 153 S. W. 618.

Shippers Load and Count.—The carrier may insert in the bill of lading, "Shipper's load and count," or some like clause qualifying his representation; and in that event he will not be liable to an assignee for value if he delivers all the goods received. 6 Cyc. 418, and cases cited under note 94. See, also, Judge Freeman's note to *Nat. Bank v. Baltimore R. Co.*, 105 Am. St. Rep. 321, at pages 353, 354; *Alabama Great Southern R. Co. v. Commonwealth Mfg. Co.*, 146 Ala. 388, 42 South. 406. *Nashville, C. & St. L. Ry. v. Flournoy.* Supreme Court of Georgia. 77 S. E. 797.

Carrier Can Recover Schedule Rate.—A shipper's contract with a railroad company for the transportation of an interstate shipment at a rate less than that established by a schedule filed pursuant to Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 380 [U. S. Comp. St. 1901, p. 3156]) § 6, was void, although the shipper did not know that he was receiving a preferential rate; and hence did not estop the railroad company from recovering the freight due on account of the undercharges.—*Louisville & N. R. Co. v. Allen.* Court of Appeals of Kentucky. 153 S. W. 198.

Transfer of B/L.—The transfer of a B/L is nothing more or less than a constructive delivery to the transferee of the goods mentioned in it, and gives him a legal possession of the goods until they are delivered to the consignee; but his acceptance of the bill, as security for a loan or discount, does not create any contract relation between the buyer and himself and the buyer, nor make him either a guarantor or warrantor of the goods, nor does the transfer of the bill in any way affect rights as between the seller and the buyer.—*Hawkins v. Alfalfa Products Co.* Court of Appeals of Kentucky. 153 S. W. 201.

Warranty of Defective Belting.—A resale of defective belting by a buyer was an implied acceptance of the seller's proposal that such resale should be made and that the seller would stand back of the belting because it was guaranteed. That there was a breach of the warranty of the quality of goods sold could not wholly defeat the seller's claim for the price where the goods had been resold by the buyer, but the buyer in such case could offset only his actual damages arising from the breach.—*Jewell Belting Co. v. Hamilton Rubber & Mfg. Co.* Supreme Court of Illinois. 100 N. E. 920.

Lease on Right of Way.—A provision, in a railroad's lease of a part of its right of way for warehouse purposes, that the lessee should protect the buildings against dangers from fire to which they were exposed by reason of their proximity to the railroad, and that the risks of all loss and damage by fire, however caused, and whether or not caused by the negligence of the lessor or its servants, were assumed by the lessee, who was to save the lessor harmless from all liability for damage by fire, was not illegal or void as against public policy.—*Checkley v. Ill. Cent. R. Co.* Supreme Court of Illinois. 100 N. E. 942.

Grain Carriers

The Erie Canal will not be open for thru traffic before June 1, instead of May 13, as originally planned, because of the damage caused by the recent floods.

Proposed increased in rates on wheat from Kansas City to Illinois points for shipment east were suspended until Oct. 14 by the Interstate Commerce Commission.

Two bills to change the form of bills of lading and to make them negotiable instruments have been introduced in Congress by Senator Pomerene of Ohio and Senator Cummins of Iowa.

The car surplus on Apr. 15 was 70,175, an increase since Apr. 1 of 1,923 cars. Car shortages were 13,217, and the net surplus was 57,498, according to figures prepared by the American Ry. Ass'n.

The Interstate Commerce Commission has issued Conference Rulings Bulletin No. 6, in which are given the decisions of the Commission in conference from November, 1907, to Apr. 1, 1913.

C. R. I. & P. rates on grain from Nebraska to Oklahoma and Arkansas points are protested as unreasonable in a complaint laid before the Interstate Commerce Commission by the Omaha Grain Exchange.

We are having trouble with leaking cars. A great many cars in service are badly in need of overhauling to put them in shape for loading grain without loss to shipper or railway company.—*Curran Bros., Mauston, Wis.*

For granting unlawful concessions in rates to Chapin & Co., Milwaukee grain shippers, the Michigan Central R. R. Co. was fined \$5,000 by Federal Judge A. B. Anderson at Indianapolis, Apr. 19. The road was convicted on two indictments of fifteen counts each.

The Rock Island tariffs increasing the rates on wheat and corn 5c per 100 lbs. from Omaha and other Missouri River points to Wisconsin points where the grain would be milled for shipment east, were suspended by the Interstate Commerce Commission until Aug. 13, pending investigation.

The Great Northern Ry. will add five miles of tracks to their Cedar Lake, Minn., yard, doubling its capacity. This yard is part of the road's Minneapolis terminals, and the increased capacity should greatly expedite the handling of the 1913 crop. Work will be started as soon as the weather permits.

The Interstate Commerce Commission ruled Apr. 19 that grain shipped from Montana points to Omaha is entitled to the same rates as obtain from the same points of origin to Minneapolis, and ordered the railroads interested to establish thru routes and joint rates on grain that would bring this about.

A petition that the rates on flour from Kansas points to Arizona and the Southwest be put on a parity with the rates on wheat was filed with the Interstate Commerce Commission recently by the Kansas Public Utilities Commission. The wheat rate from Kansas to Arizona is 71c per 100 lbs.; the flour rate from eastern Kansas is \$1.06, from central Kansas \$1.01, and from western Kansas 96c. The result of this wide difference in the flour and wheat rates is to bar Kansas millers from competing for this business.

A bill providing that the voluntary establishment of a freight rate by a railroad for a certain distance shall be prima facie evidence that the same rate is reasonable on another section of its system under similar circumstances was introduced into Congress Apr. 17 by Representative Mann of Illinois.

A reasonable rate on less than carload shipments of hay, according to a recent decision of the Tennessee Railroad Commission, is 50% higher than the carload rate on hay. This opinion was delivered in the case of Cornelius, Newbill & Co., R. H. Worke & Co., and Lanier Bros., against the N. C. & St. L. and Tenn. Cent. Rys.

The Grand Trunk Pacific expects to reach the Pacific Coast by September, 1914. The company has still to lay 524 miles of track. Of this 302 miles will be laid this summer and the remaining 222 miles will be laid next summer. According to present plans, the last rail will be in place by Sept. 1, 1914, and the first train to the coast will leave Winnipeg on Sept. 14.

The season of navigation on the Great Lakes was formally opened Apr. 18. From Chicago seventeen ships carrying 2,500,000 bus. of grain started for lower lake ports; large fleets also left Milwaukee, Duluth and Canadian ports. However, the Soo and the Straits of Mackinac resisted the efforts of the ice breakers to make a passage. The Soo was not cleared of ice until Apr. 23, and on that date no passage had been broken thru the Straits of Mackinac.

The steamer Uganda, carrying 100,000 bus. of corn, sank late on the evening of Apr. 19 off White Shoals near the entrance to the Straits of Mackinac after ramming into ice. The crew was saved. The vessel sank so rapidly after striking the ice that nothing could be accomplished with the pumps. The boat was bound from Milwaukee to Buffalo, carrying a cargo of grain for J. C. Shaffer & Co. The loss on the boat and cargo totals \$100,000.

Port Nelson, on the southwesterly shore of Hudson's Bay, has been selected as the tidewater terminus of the Hudson Bay Ry. The Pas, a Canadian Northern station on the Manitoba-Saskatchewan border, will be the other terminus. The line will be 410 miles long. Of this 75 miles have been laid and the bridge over the Saskatchewan River is nearly completed. Active construction work will be pushed this spring. The completion of this railway will bring the Canadian wheat fields within 3,500 miles of Liverpool, a saving of 1,800 miles, compared with the existing rail-and-lake routes thru the ports of Montreal, St. John, Boston and New York.

A bill to create a board of river regulation and to appropriate \$50,000,000 for scientific river improvement has been introduced in Congress by Representative Bartholdt of Missouri. Another bill appropriates \$12,000,000 for "continuing the work of improvement of the Mississippi River." That something should be done to prevent the annual loss of life and destruction of property caused by floods in this country, is certain; present conditions are a disgrace to a civilized nation, but enormous sums have already been spent on this work with no or very little benefit. The money already appropriated, if properly used, would have done much to save life and property. It is time that "pork barrel" tactics in Congress were abandoned and the problem was handled in an honest and sensible manner.

The Interstate Commerce Commission, in deciding the case of the Chicago Board of Trade against the Illinois Central R. R., held that since the restoration of the former rates from Omaha to New Orleans there is no discrimination in the Omaha-New Orleans grain rates, compared with the Omaha-Chicago rates, and that the existing rates were not shown to be unreasonable. The Commission declined to determine, on the evidence submitted, whether there was a proper relationship between the Omaha-New Orleans grain rates and the Omaha-Chicago rates.

Railroad firemen on 54 eastern lines were granted increases of pay amounting to from 10% to 12% by the award of the arbitration board Apr. 23. About 35,000 firemen are affected, and the increase in pay will amount to over \$3,000,000 annually. The decision is in the nature of a compromise as the firemen asked a 15% increase in wages, two firemen on certain classes of locomotives, and changes in the regulations covering overtime. The new wage rates take effect May 3. It is rumored that the railways thruout the country will make an application to the Interstate Commerce Commission for a general increase of freight rates, basing their request on the recent awards of increased wages to their employees by arbitration boards and particularly this latest increase in the wages of firemen.

The Interstate Commerce Commission gives its attitude toward vested interests in a recent decision, as follows: "The courts have given finality to the doctrine that this Commission cannot be controlled by or base its action upon a contract between a carrier or a shipper respecting rates. The public interest in a rate or schedule of rates cannot be governed by any such private agreement or by any such matters of estoppel. This should be understood by investors. We cannot enforce such contracts or give them any substantial consideration. We cannot give permanency, either, to a rate or to a relation of rates simply because with or without previous agreement with the carrier a large manufacturing plant has been erected when that particular rate or relation of rates was in effect."

In the 46 state rate cases the federal department of justice intervened in the Supreme Court April 21 with a declaration which if adopted by the Court will give the Interstate Commerce Commission exclusive jurisdiction over rates. The department of justice contends that: A rate fixing order, made by a state railroad commission with the intention to discriminate and actually discriminating against interstate commerce in favor of intrastate commerce, is void per se even in the absence of federal action. A fortiori, it is void where congress, through the Interstate Commerce Commission, has forbidden such discrimination. The Interstate Commerce Commission has power to regulate all commerce over which Congress itself has jurisdiction. The proviso in the first section of the Interstate Commerce Act is a disclaimer, not an exception. Any other construction would seriously impair the functions of the Interstate Commerce Commission. If rates on traffic between two termini in the same state are to be exempt from regulation by the Interstate Commerce Commission, no matter how much they may discriminate against interstate commerce, such discrimination will escape regulation altogether. It has been expressly decided that the states cannot regulate them.

HESS

Grain Dryers

All Sizes — For All Purposes.

Improved Brown - Duvel Moisture Testers

High steel stands with shelves; copper flasks; brass tubes; burns gas, gasoline, alcohol or electricity.

These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

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Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
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If Your Business

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advertise it for sale.

Patents Granted

Car Mover. No. 1,058,450. (See cut.) Leston W. McGowan, Loughman, Fla. The operating head of this device has a hook on one side arranged to engage under the rim of the car wheel. Another hook on the opposite side engages the flange of the wheel.

Car Door. No. 1,058,182. (See Cut.) John A. King, South Chicago, Ill. The door is made up of two sections, arranged to move vertically and held in place by levers. The upper section consists of two hinged panels to give access to the car.

Weighing Machine. No. 1,059,226. (See cut.) Arthur Smith and Christopher Southall, Birmingham, England. The cut-off of this automatic scale is held in the open by a catch, which catch is released by a tripper actuated by the movement of the weigh beam.

Grain Elevator. No. 1,058,455. (See cut.) August J. Muller, Gackle, N. D. This device consists of a portable platform equipped with a grain tube, a suction fan, and a grain box hinged to the platform; also the necessary machinery for moving the various parts of this apparatus as desired.

Process of Drying Grain. No. 1,058,291. (See cut.) Lee J. Dennis, Memphis, Tenn. This process consists in pre-heating the grain, closely confining the preheated grain in bulk, and sweating it. A cooling and drying medium is then added at the bottom and permitted to rise thru the body of the grain.

Bag-Filling Machine. No. 1,058,747. (See cut.) Geo. Hoepner, Chicago, Ill. A conveyor carrying a series of bag-holding devices runs under three bag-filling hoppers, which are geared up to operate in synchronism with the conveyor. Under the conveyor is a belt spaced to support the bags, and means are provided for vibrating the belt.

Apparatus for Aerating Grain. No. 1,058,812. (See cut.) Ludwig Topf, Erfurt, Germany. The apparatus comprises a drum, an air supply pipe leading into a number of smaller air pipes so arranged as to distribute the air thruout the entire drum, and a mechanism for regulating the supply of air and the feeding of grain into the drum.

Device for Indicating Moisture in Grain. No. 1,059,099. (See cut.) Anthony Zeleny, Minneapolis, Minn. A galvanometer, connected to a source of electrical energy, is equipped with a scale graduated to indicate

percentages of moisture. A pair of electrodes connected to the galvanometer are brot into contact with the grain to be tested, completing an electric circuit and causing a deflection to be produced on the galvanometer, the magnitude of which indicates the amount of moisture in the grain.

Books Received

FLAX-CULTURE on new lands is extensively treated in a pamphlet by H. L. Bolley and W. L. Wilson. The authors give numerous fotografas illustrating the proper method of breaking the sod, treating the seed with formaldehyde, and drilling the seed. "Cropping to Flax on New Lands of Semi-Arid Land Areas," Bulletin No. 103, North Dakota Agri. College, Fargo.

FARM SEEDS is an attractively gotten up handbook by the Albert Dickinson Co., covering the important farm forage crops. The various plants are illustrated in colors, and the information given under each is concise, accurate, and still sufficiently in detail to guide the farmer in making his selections and growing the crops. The booklet contains a great deal of information in handy form. Mailed on receipt of 4c. in postage; 64 pages; Albert Dickinson Co., Chicago and Minneapolis.

HOTEL DIRECTORY for 1913, by John Willy, contains a list of over 14,000 hotels in every state of the United States and Canada. By listing the states and the towns in each state alphabetically the compiler presents a very handy arrangement. For each hotel the directory gives the rate per day, and whether conducted on the American or European plan, or both. The book is of a shape convenient to be tucked into a traveling bag or suitcase. Paper cover; 224 pages; 3 1/4 x 9 ins.; The Hotel Monthly, Chicago, Ill. Price, \$1.

INTEREST TABLES by E. D. Davis contains a series of tables showing the amount of interest earned at any rate from 3 1/2% to 12% for any number of days from 1 to 365. At the beginning of the book is given a chart showing how to calculate the exact number of days between any two dates. Following this is a table giving the interest earned, figured on the basis of 360 days in the year. Next are a number of tables showing the amounts earned at compound interest. At the end of the book is a table showing the necessary deductions to be made from the sums given in the 360-day interest tables when it is desired to figure the interest on the basis of a 365-day year. Cloth binding, 48 pages. Price \$1.50. E. D. Davis, publisher, Minneapolis, Minn.

FOR alleged adulteration and misbranding, U. S. Pure Food Inspector McManus of Savannah seized 500 sacks of wheat shipped by F. M. Frisch & Co., Baltimore, Md., to Spence Brokerage Co., of Tampa, Fla. The wheat was labeled "F. wheat". The government claims that it contains 48.4% of rye and .3% of trash and weed seed.

DRAWBACK CLAUSE IN NEW Tariff.

The drawback clause of the new tariff bill is known as paragraph O of section 4, and is as follows:

That upon the exportation of articles manufactured or produced in the United States by the use of imported merchandise or materials upon which customs duties have been paid, the full amount of such duties paid upon the quantity of materials used in the manufacture or production of the exported product shall be refunded as drawback, less 1 per centum of such duties; provided, that where a principal product and a by-product result from the manipulation of imported material and only the by-product is exported, the proportion of the drawback distributed to such by-product shall not exceed the duty assessable under this act on a similar by-product of foreign origin if imported into the United States.

Where no duty is assessable upon the importation of a corresponding by-product, no drawback shall be payable on such by-product produced from the imported material; if, however, the principal product is exported, then on the exportation thereof there shall be refunded as drawback the whole of the duty paid on the imported material used in the production of both the principal and the by-product, less 1 per cent, as hereinbefore provided; provided further, that when the articles exported are manufactured in part from domestic materials, the imported materials or the parts of the articles manufactured from such materials shall so appear in the completed articles that the quantity or measure thereof may be ascertained; and provided further, that the drawback on any article allowed under existing law shall be continued at the rate herein provided.

That the imported materials used in the manufacture or production of articles entitled to drawback of customs duties when exported shall, in all cases where drawback of duties paid on such materials is claimed, be identified, the quantity of such materials used and the amount of duties paid thereon shall be ascertained, the facts of the manufacture or production of such articles in the United States and their exportation therefrom shall be determined, and the drawback due thereon shall be paid to the manufacturer, producer, or exporter, to the agent of either or to the person to whom such manufacturer, producer, exporter, or agent shall in writing order such drawback paid, under such regulations as the Secretary of the Treasury shall prescribe.

The reduction of the wheat duty from 25 to 10 cents per bushel lends more interest to the drawback provision, as less capital will be locked up in the raw material.

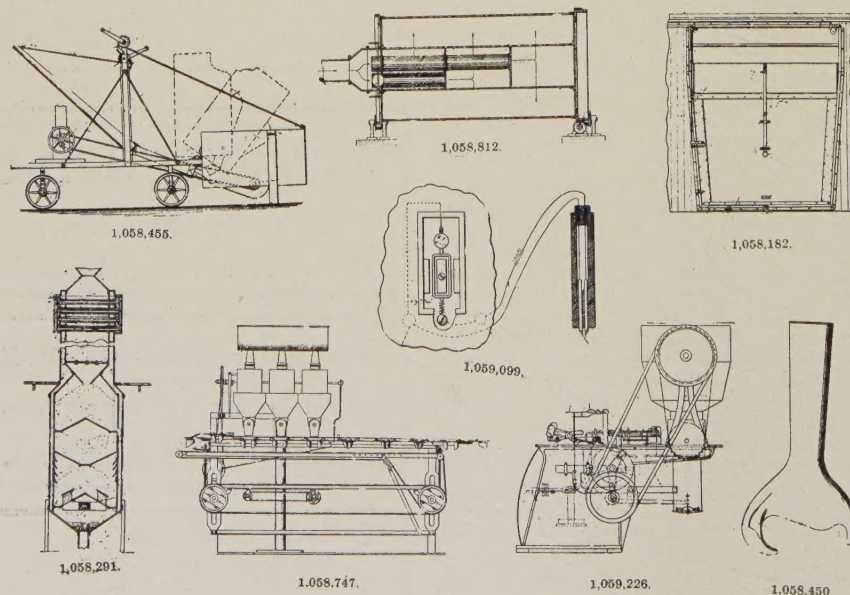
Imports and Exports of Beans.

Beans amounting to 770,647 bus. were imported in the eight months prior to Mar. 1; compared with 552,311 bus. imported in the corresponding period of 1911-1912. Exports of beans and dried peas during the eight months prior to Mar. 1, included 283,102 bus. of domestic origin and 295,856 bus. of foreign origin, compared with 267,232 bus. of domestic origin and 137,354 bus. of foreign origin exported in the corresponding period of 1911-12, as reported by O. P. Austin, chief of the Buro of Statistics.

Exports of Corn Oil and Glucose.

Corn oil exports during the seven months ending Feb. 1 amounted to 12,110,291 lbs., compared with 13,452,104 lbs. for the same period ending Feb. 1, 1912. Exports for January were 1,359,411 lbs., compared with 1,705,434 lbs. in January of last year.

Glucose amounting to 95,541,992 lbs. was exported in the seven months prior to Feb. 1; compared with 83,838,472 lbs. exported in the corresponding period of 1911-12, as reported by O. P. Austin, Chief of the Buro of Statistics.



The GRAIN DEALERS JOURNAL

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS.

— One Million Dollars Loss —

to the Mill and Elevator owners during 1912, say nothing of loss of business and noninsured property. About 20% of this loss is chargeable to hot boxes. Fire from hot box is inexcusable and is the direct result of carelessness or incompetency and is entirely preventable.

The Flour Mill Mutual Companies, their field men and the Mutual Fire Prevention Bureau are working faithfully to decrease your insurance cost and the immense property waste of the country. Your co-operation with them is desired. The returns to you are a direct compensation in reduced insurance cost. Mutual insurance costs in 1913 are 10% less than in 1912. It is possible for you, by giving your own property careful attention, to increase dividends and the following companies are willing and anxious to assist you. Write them.

Millers National Insurance Co., 1321 Insurance Exchange Bldg., Chicago, Ill.
Western Millers Mutual Fire Insurance Co., Midland Bldg., Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.

Pennsylvania Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co., Securities Bldg., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., No. 1 Third Street, Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co., Fort Worth, Tex.

Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.

MUTUAL FIRE PREVENTION BUREAU, Oxford, Mich.

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

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Write for our statement. E. H. Moreland, Secretary

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Protects you from liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

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Someone writes that our grammar is bad. Our grammar may be bad but we know

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The old salt water barrel has gone to the dogs—burst, hoops broken, pails gone, and again that reminder of our last stockyards visit.

PROTECTION TANKS

last as long as the building, don't leak, freeze, and seldom need filling. One expense and you are through.

They Would Not Freeze in Greenland.

WRITE TODAY.

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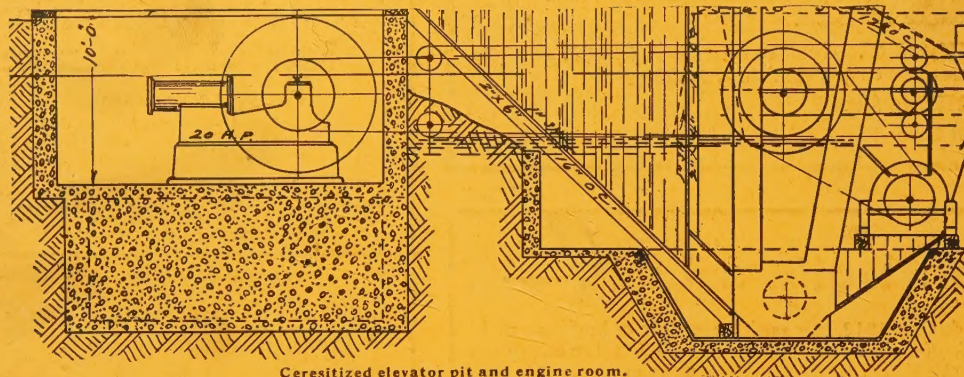
FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

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WATERPROOF YOUR CONCRETE Elevator Pits and Scale Pits

Read This Letter:



Ceresitized elevator pit and engine room.

Ceresit Waterproofing is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain — off grades and heated, rusting scale — short weights, failure to operate elevator on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

CERESIT WATERPROOFING CO.

58 W. Adams Street, CHICAGO, ILL.

Branches: 1133 Broadway, New York

1218 S. Chestnut St., Philadelphia, Pa.

Breda, Iowa, Nov. 20, 1912.

CERESIT WATERPROOFING CO.,
Chicago, Ill.

Gentlemen—The Ceresit which we have used in the construction of an elevator pit gives entire satisfaction.

Our elevator is situated on very low ground without any drainage whatever. During wet times the ground becomes so saturated that water stands on top of ground. In order to have a pit it is necessary to have a steel boat pan or something to take place of it which will keep water out.

We have found that concrete mixed with Ceresit will take the place of a steel pan at one-half the cost and last longer.

Although we have not had this newly constructed pit very long, we feel, however, we have had it thoroughly tested, as it has been surrounded by six feet of water for four months and none has passed through. We take pleasure in recommending Ceresit to any in need of such an article. Very truly,

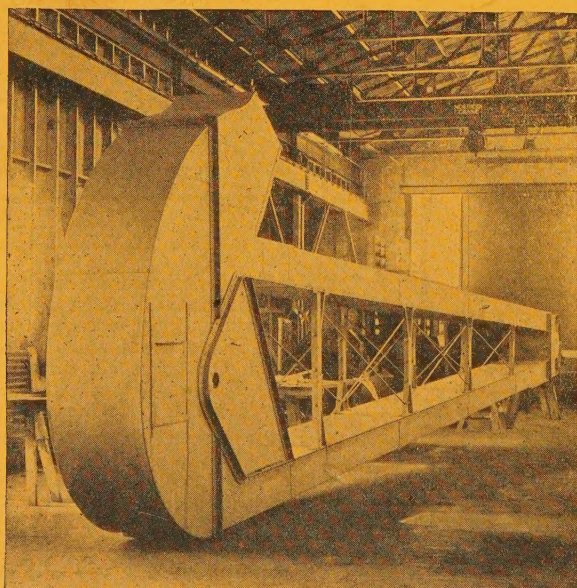
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ALWAYS CONSIDERS THE DAY FIRST.

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WESTERN CANADA FLOUR MILLS CO., Ltd.

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